

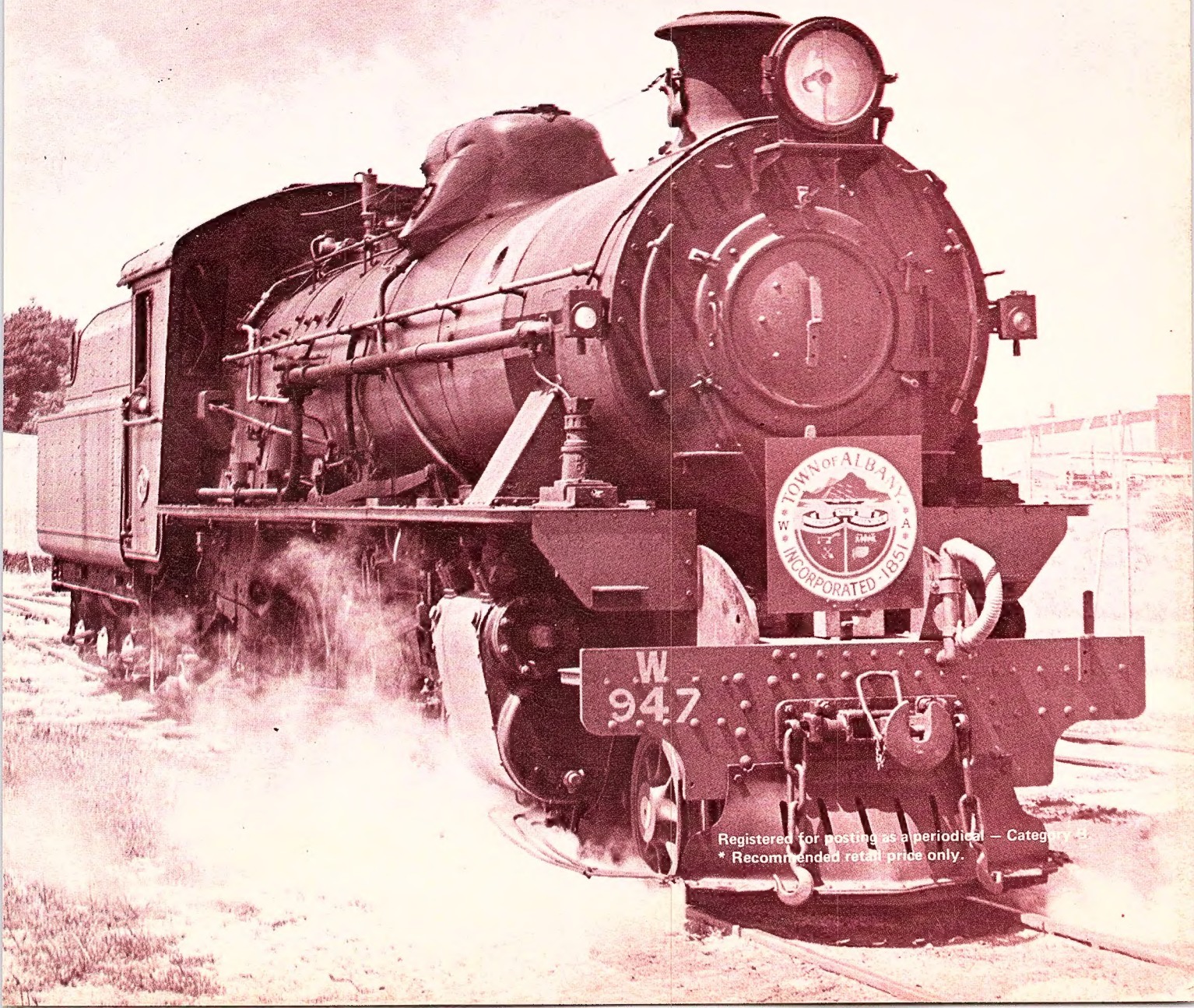
Australian

NOVEMBER/DECEMBER, 1979. ISSUE 99 Vol. 9 No. 6

90c*

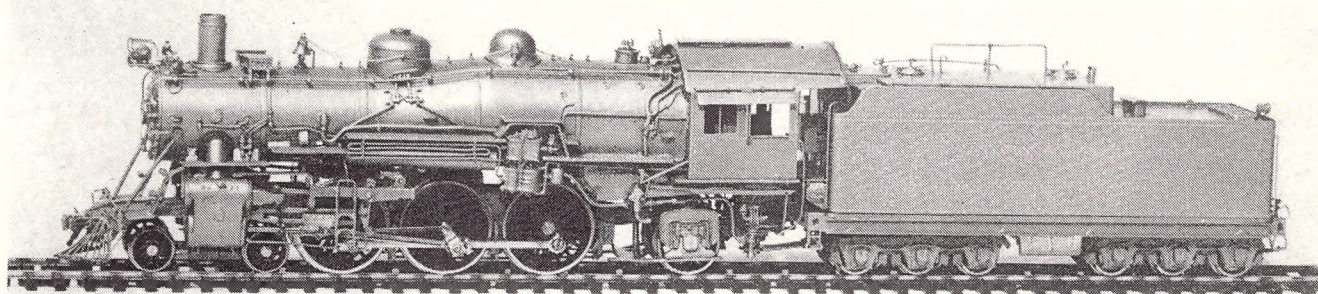
MODEL RAILWAY

Magazine

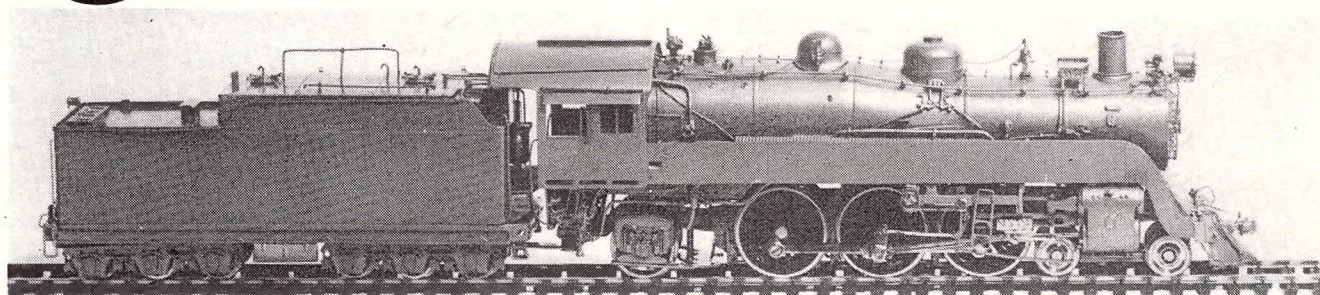


Registered for posting as a periodical — Category 4.
* Recommended retail price only.

NEW!.... FROM THE SHOPS OF HALLMARK....



HO AT&SF 1369/1376 SERIES 4-6-2 LOCOMOTIVE NOW AVAILABLE IN BOTH STANDARD & VALLEY FLYER VERSIONS, DUTY FREE FROM KOREA. PRICE: Either type. \$318.25.

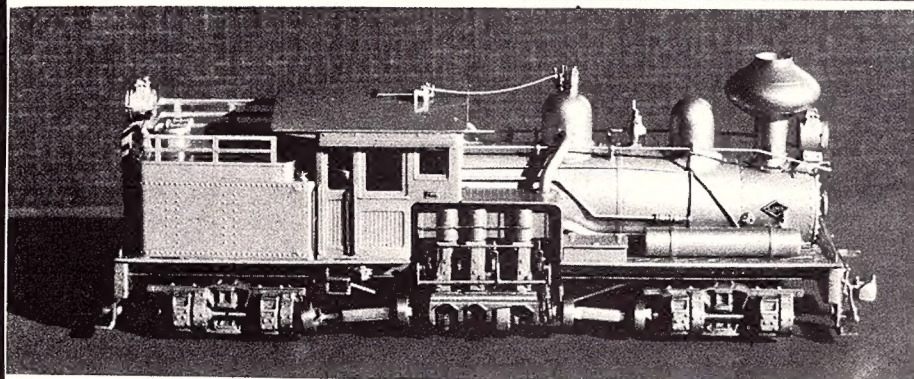
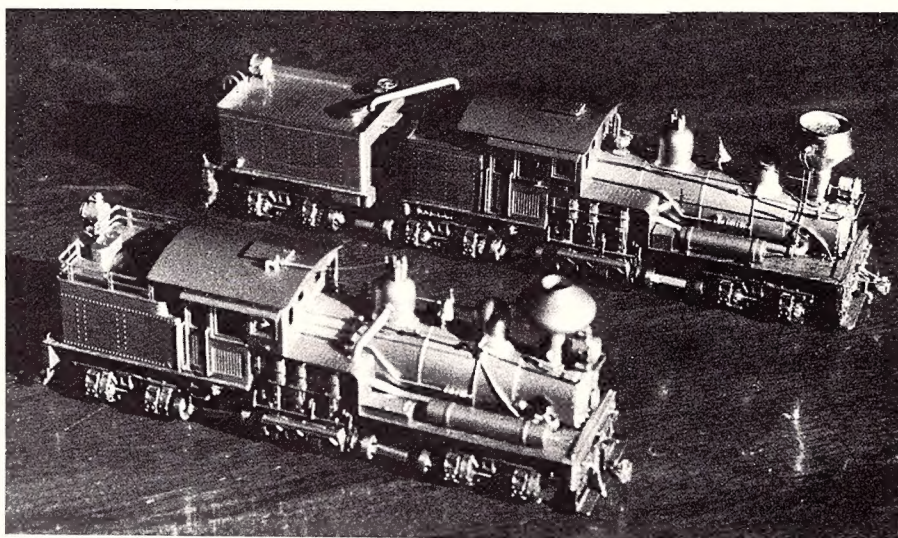


UNITED LOGGING LOCOMOTIVES

The leader in geared locomotive models

ARRANGEMENTS HAVE NOW BEEN FORGED TO PERMIT DOCKYARD TO TAP THE PRODUCTION OF "UNITED" HO & HO_{n3} GAUGE SHAY, HEISLER AND CLIMAX GEARED LOCOMOTIVES, IN JAPAN.

NOW BETTER THAN EVER, ALL NEW SHAY MODELS WILL INCLUDE PROTOTYPICAL BEVEL GEARS AND CLOSED FRAME, CYLINDRICAL MOTORS.



NOW AVAILABLE . . .

HO 2-TRUCK MICHIGAN No 2
SHAY GEARED LOCO \$475.00

HO 3-TRUCK CHERRY RIVER
SHAY GEARED LOCO \$545.00

COMING SOON . . .

HO HILLCREST LUMBER CO 3-TRUCK
CLIMAX GEARED LOCO.

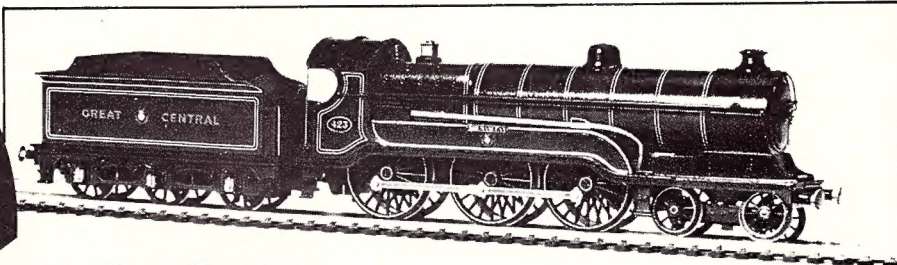
COMING LATER . . .

2-TRUCK MICHIGAN
CALIFORNIA No 2 TEE BOILER
SHAY LOCO, IN BOTH HO &
HO_{n3}

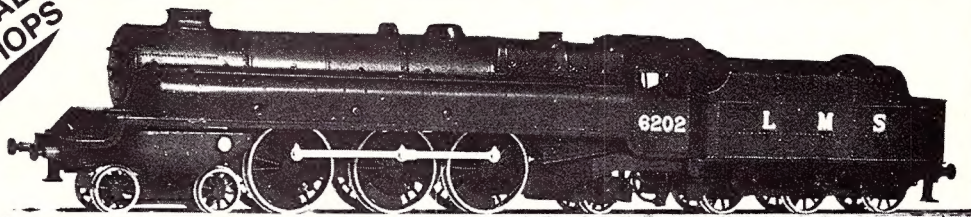
SOLE AGENT & IMPORTER

THE MODEL DOCKYARD PTY. LTD.

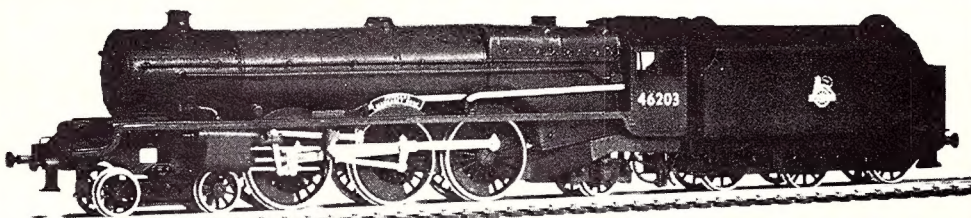
216-218 SWANSTON ST. MELBOURNE. PHONE: 663 3505



Sir Sam Fay L40



LMS Turbo-Motive L41



LMS Princess Royal L42

WITH

NEW MOTORS

COMPLETE WITH GEARS

NEW SHRINK WRAP

VISIBLE PACKING

COMPLETE KITS

NO EXTRA MOTORS,
CHASSIS OR WHEELS
TO BUY

NEW CATALOGUE

\$2 POST PAID

Other locomotive kits include

LNER STREAMLINED P2. 2-8-2

LMS JUBILEE 5p. 4-6-0

LMS BEYER-GARRAT 2-6-0-0-6-2

GNR ATLANTIC 4-4-2

LNER R.O.D. 2-8-0

S.R. RADIAL ADAMS TANK 4-4-2

GWR GRANGE 4-6-0

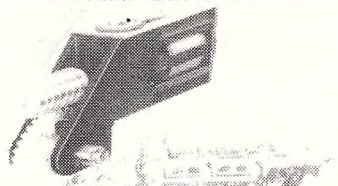
GWR DEAN GOODS 0-6-0

M.R. JOHNSON 2F. 0-4 0

Ideal for beginners

S.R. Q1. (THE UGLY ONE) 0-6-0

NO MORE GEAR MESHING PROBLEMS!



Also Available

- * COACHES incl GWR AUTO COACH
- * WAGONS incl LOW SIPHON
- * THE NEW MOTOR WITH AXLE AND GEARBOX (GEARS 7.5mm & 14mm)
- * OO/HO FIGURES. SETS OF 5
- * LOCOMOTIVE DRIVING WHEELS 12-30mm
- * NEW 'MILESTONE' UNMOTORISED KITS



TRADE ENQUIRIES TO:

INTOY PROJECTS

R229 BROADWAY SYDNEY 2007 Ph: 660-2536

RETAIL MAIL ORDER DEPT. C/- FANTASTIC MODEL SHOPS, 34 ANGEL ARCADE, SYDNEY, 2000
DUE TO LONG ADVERTISING LEAD TIMES WE CANNOT GUARANTEE IMMEDIATE AVAILABILITY
OF ABOVE ITEMS

PROSPECT MODEL RAILWAY CLUB OPEN DAY

Saturday, 26th January, 1980
From 12 noon - 12 midnight

An invitation is extended to all our friends and associates within the hobby to come and visit us at our new clubhouse.

Situated: ROPER STREET, ST MARYS.

If coming along Western Hwy from Sydney, turn left at Colyton Hotel/Motel, then 1st left into Roper St. Watch for signs 'PROSPECT'

YOU WILL BE WELCOME

R. & A. MEARS

MODEL MAKERS & SUPPLIERS

Stockists of Plans, Books, Castings, Nuts, Bolts, Rivets, Materials and accessories for the Live Steam Constructor and for Scratch Building.

Send for Catalogue and Price List to:-

**P.O. Box 85,
PADSTOW. 2211
N.S.W. Australia.
Telephone 02 773 3838**

YAGOONA MODEL RAILWAY CLUB

**PRESENTS
ITS 1980**

MODEL RAILWAY EXHIBITION

at the

MASONIC HALL, AUBURN

(Station Road, near Police Station)

JANUARY

Saturday 26th
Sunday, 27th
Monday, 28th

10am to 10pm
11am to 8pm
9am to 5 pm

ADULTS 80c

UNDER FIVE ADMITTED FREE

CHILDREN & PENSIONERS 30c

ONE OF QUEENSLANDS LARGEST RETAIL STOCKISTS OF BOTH HO GAUGE AND N GAUGE
ELECTRIC TRAINS AND ACCESSORIES.

VALLEY TOYLAND and HOBBY CENTRE

OUR RANGE COVERS: -

HO GAUGE, LIMA, RIVAROSSA, JOUEF, BACHMANN, LIFELIKE, TYCO.

N GAUGE, ATLAS-RIVAROSSA, MINITRIX, LIFELIKE, PECO, BACHMANN, LIMA.

SOME OF OUR KITS: -

KIBRI - POLA - VOLLMER - VAU-PE - JOUEF - AIRFIX - LIFELIKE - RATIO -
ROUNDHOUSE - TYCO.

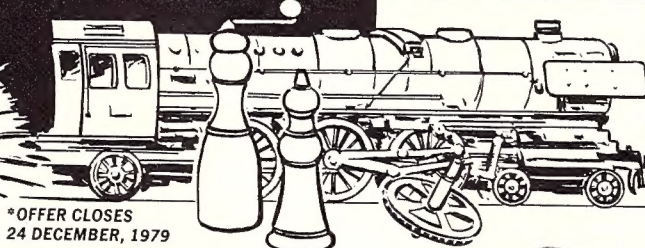
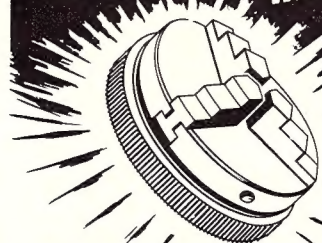
CUSTOMER SERVICE IS OUR AIM - IF WE HAVENT GOT IT, WE WILL TRY TO GET IT!

CALL IN AND SEE OUR RANGE. REPAIRS GLADLY DONE.

VALLEY CENTRE PLAZA, BRUNSWICK ST. 4006 Ph. 521005

FREE CHUCK*
WITH EVERY

emco unimat 3



*OFFER CLOSES
24 DECEMBER, 1979

**DO-IT-YOURSELF IN METAL, WOOD, PLASTIC
SAVE \$100's ON PROJECTS...MINIATURE
UNIVERSAL MACHINE WITH BIG CAPACITY**

Buy a Unimat 3 now and receive a FREE three-jaw chuck. Unimat 3, the low-cost universal machine tool, enables you to perform 16 drilling, milling, cutting and polishing operations in wood, metal and plastic with the aid of a few inexpensive attachments. The basic Unimat 3 machine is IMMEDIATELY AVAILABLE and offers a real money-saving opportunity with the FREE CHUCK. Get yours for Christmas but order NOW as the offer closes on 24 December.

METALWORKING

Basically a small lathe when fitted with the vertical drilling and milling attachment, Unimat 3 drills and mills at any angle up to 90° plus many other jobs.

WOODWORKING

Unimat 3 is a compact woodworking machine that does circular, jig and fret sawing, combing, grooving, coving, grinding, polishing and wood turning.

ELLIOTT MACHINE TOOLS PTY. LTD.

SYDNEY: 32 Barcoo Street, East Roseville, 2069. Tel: 406 4122
MELBOURNE: 12 Kinwal Court, Moorabbin, Vic. 3189. Tel: 95 3029

MAIL COUPON TODAY OR 'PHONE FOR YOUR NEAREST DISTRIBUTOR

Name.....
Address.....
Nearest Major Town..... Postcode.....

*MACHINE ILLUSTRATED WITH
VERTICAL COLUMN AND DRILL CHUCK
NOT INCLUDED WITH BASIC MACHINE

BE/224



H. & E.M. SIMON & SON

MARKLIN
HO & MINI-CLUB
PRIMEX
HAMO
BEMO HOe
WRENN OO

Retail Sales Service Repairs
Kits, Scenic Materials

ELECTROTREN

NEW SHIPMENT NOW IN.
LOCOS, AC & DC, ROLLING STOCK
ACCESSORIES
S.A.E. FOR LIST

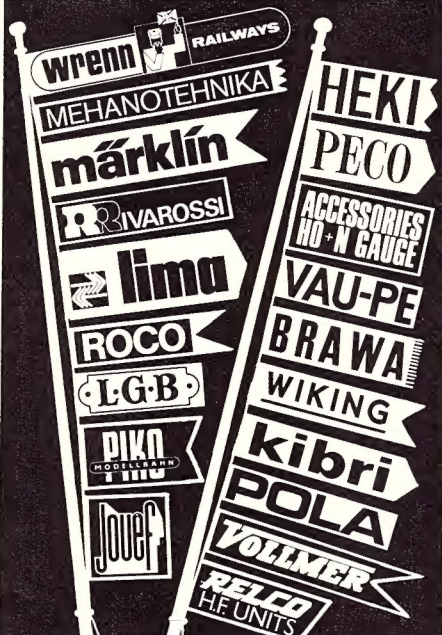
23 HARVEY STREET EAST,
WOODVILLE PARK, S.A. 5011.
Ph. (08) 45 1219



MAIL ORDERS
WELCOME



RAILWAY SPECIALISTS
► EXPERT REPAIRS ◀



MAIL ORDERS: P.O. BOX 86, MERMAID BEACH

2480 GOLD COAST HIGHWAY,
MERMAID BEACH, 4218 - PH.382103

**MODEL RAILWAYS
IN THE
SYDNEY
EASTERN SUBURBS**

Range Includes:-
PREISER
AMRI Accessories,
ATLAS
HORNBY
LIMA
JOUEFF
LIFE-LIKE
ROCO track
BRAWA
MECHANOTEHNIKA
KIBRI
VAU-PE
POLA
HUMBROL
H & M
HEKI
ROCO locomotives.

HOOPERS TOYS

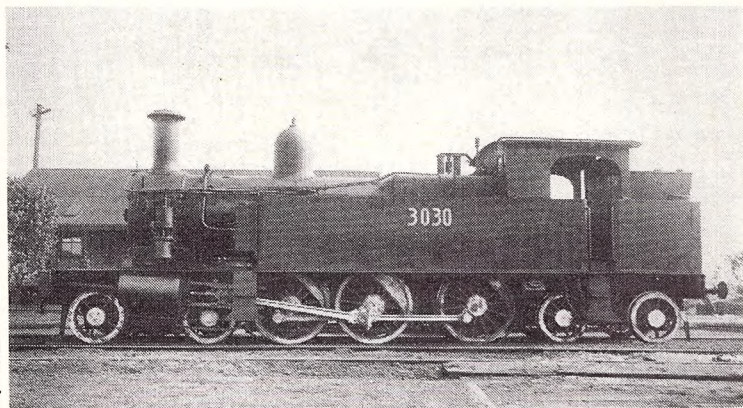
474 BUNNERONG ROAD
MATRAVILLE, NSW.
2036. Ph. (02) 661 6615



Bergs Brass Models

P.O. Box 527
Parramatta, 2150
Ph. (02) 635 8618

ANOTHER FINE MODEL FROM THE HOME OF NSW BRASS



C30 Tank. Expected price \$195.00*

The C30 class tank —

was first introduced in 1903 and put to use on suburban workings in both Sydney and Newcastle. Numbering 145 in all, these versatile engines were finally displaced by electrification of Sydney services. Many were converted to C30T tender engines and ended their days on country branch lines.

A fitting companion to our earlier C30T and abounds with the same excellent details. Ready to run, unpainted.

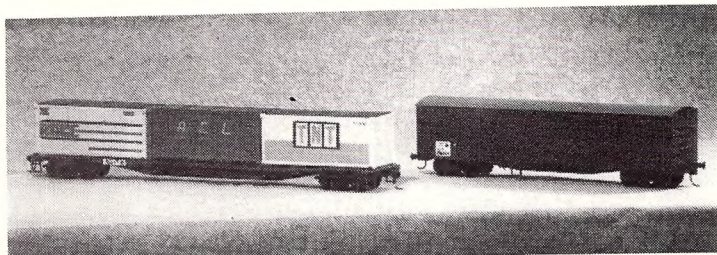
Be early — very limited quantities.

LOOKING FOR QUALITY ROLLING STOCK? STOP PRESS!! BERG'S HAVE IT!!

We now have to hand, the first two models of a new range. Consisting of the LLV louvre van and OCY container flat wagon. Kits are cast in white metal and include superdetailed lost wax brass and softmetal brake gear components.

Easily assembled by both beginner and experienced modeller. Bogies and couplers not included, but available separately. OCY fitted with Lima containers (not supplied).

Prices not determined as of press deadline.



'YES' WE DO STOCK friedmont & mrc kits

PASSENGER CARS

NOB 4 car set	\$27.60
CUB 6 car set	\$41.50
FO 2 cars	\$13.80
HFO 2 cars	\$13.80
LFX 2 cars	\$13.80
LFA/LBB 2 cars	\$13.80

FREIGHT STOCK

Guards Vans LHG, PHG, MHG, GHG, OHG, JHG, KHG, FHG, \$5.99 each.

Four Wheelers LCH, CCH, CKF, K, RU, SRC.

Including PMH underframe \$5.99 each.

Bogie Wagons MLV, MLK, BCH, BWH, JLX, \$5.99 each.

BD \$4.50 each.

EHO van	\$6.90 ea
LHO van	\$6.90 ea
HLF 2 cars	\$3.80 ea
RUB 'A' or 'B'	\$24.00
each 4 car set	
FS/BS 2 cars	\$13.80

Diesel Body Kits 40, 42, 422, 45. \$9.75 each. Power units to suit from \$18.40.

46 class electric body \$9.75. Suits Lima 8024 drive @ \$31.25

Suburban Electric Cars. 4 car double deck set (bodies only) \$24.00. 4 cars single deck set . . . comprises — standard and wooden trailer, standard and Bradfield power cars. \$36.00 (bodies only). Drive units available \$16.95.

PMH Bogies to suit above rolling stock, include — 2AA, 2AN, 2AE, 2BP, 2CH, 2CD, 2AD, \$1.45 per pr. 3AG \$1.65 pr. Suburban electric power and trailer \$1.65 pr.

The Management and Staff of Bergs Hobbies would like to take this opportunity to wish all our customers and Trade Associates a Merry Christmas and Prosperous New Year.

*Subject to currency stability.

MAIL ORDERS welcome

Berg's Hobbies Pty. Ltd.

223 Church St., Parramatta,
2150.

Bankcard &
American Express
Welcomed.

McBEES Hobby Centre

McBEES HOBBY CENTRE

P.O. Box 144 is registered at 535 Plenty Road, Preston. Items in this ad are a selection only. Any other enquiries please write. We are a licensed secondhand dealer.

Our shop is located at:
**535 Plenty Road,
East Preston.**

Hours: Mon-Wed 4pm-7pm
Thurs, Fri 12 noon-9pm
Sat 9 am-1 pm.

PLEASE all Mail orders to
P.O. Box 144 COBURG 3058

POSTAGE RATES:-

Post and packing MINIMUM \$1.00

Additional charges:

On orders under \$5.00 Nil.

\$5.00-\$14.99 extra 50c

\$15.00-\$29.99 extra \$1.00

\$30.00-\$49.99 extra \$1.50

\$50.00 and over Nil.

Airmail extra \$3.00

Registered extra \$2.50



We welcome payment by **BANKCARD**.

Please include number, expiry date and authorisation and signature.

For fastest service order on our order form with general enquiries on separate sheet.

A MESSAGE FROM McBEES

With the publication of this edition of AMRM McBees Hobby Centre reaches its 5th birthday. When we look back to the early days and realise how little we knew about retailing, the obstacles we faced being a Mail Order Only business (one wholesaler refused to deal with us because "some of the bigger rackets go on in this-mail-order-guise") and the very limited service we were able to offer, we are grateful for making it this far. That we have done so is due in no small way to the Railway Modelers of Australia who have responded so well to our efforts to offer some of the vast range of products people overseas take for granted. To all our customers — thank you! We would also like to thank those wholesalers here in Melbourne who have encouraged us over the years and the staff of AMRM — without the magazine our type of business would never have been possible. As it is that time of the year again may we further wish to one and all Merry Christmas and may 1980 be YOUR best year. Peace!

WALTHERS CATALOGUES

Publication date of Walther's 1980 HO Catalogue was the first week in October. If there are no delays en route we should receive our first shipment by the end of December. The 1980 edition contains hundreds of new items on 424 illustration packed pages — that's 40 more than last year! With 21 new product lines, items from 225 model railroad manufacturers are listed. Among the new entrants are: AHM, Bowser, W. R. Brown, K&L, Mexicana, PIA, and Railcard. As a highlight to the 1980 edition there are over 50 completely new, never before published colour photographs in the 16-page "dream" section of the Catalogue. Popularly referred to as the "HO Bible", the "Craft Train Encyclopedia" or the "Industry Reference" the 1980 WALTHERS HO Catalogue is still only \$5.00 plus \$2.00 post and packing.

Also in stock are:-

WALTHERS 1979 N Scale Catalogue — priced at \$3.00 plus \$1.50 post and packing.

WALTHERS 1978 (with up-date) Decal Catalogue — priced at \$2.00 plus \$1.50 post and packing.

KADEE COUPLERS HO

We have been forced to increase Kadee prices yet again. The prices listed below became effective on 1-9-79. We are no longer able to offer the 10% quantity discount.

No. 4 All metal coupler (2 pair)	\$3.95
No. 5 Universal Coupler (2 pair)	\$3.35
No. 6 Long Shank Coupler (2 pair)	\$3.95
No. 7 Underset Long coupler (2 pair)	\$3.95
No. 8 Medium length coupler (2 pair)	\$3.95
No. 9 As for No. 5, but designed for truck mounting (2 pair)	\$3.95
No. 711 ¾ size for "oldtime" equipment (2 pair)	\$3.95
No. 16 No. 6 coupler with No. 7 draft gear. No 16's are for use on European or Australian wagons with buffers (2 pair)	\$3.95

KADEE UNCOUPLERS HO

No. 307 Electro-magnetic	ea.	\$10.30
No. 308 Under Track Type	ea.	\$3.20
No. 321 Between Rails Type	pair.	\$4.45
No. 334 Uncoupler Gluing Jig	ea.	\$2.70

KADEE COUPLER ACCESSORIES HO

No. 205 Coupler Height Gauge	\$4.75
No. 208 Truck Spacer Washers .015" thick	\$1.20
No. 209 Truck Spacer Washers .010" thick	\$1.20
No. 231 Greasem Dry Lubricant	\$2.00
No. 235 Spring-Pic Tool	\$2.20
No. 236 Speedi Driver Cleaner	\$10.10
No. 256 Roundhead Delrin Screws 2-56	\$2.00

JORDAN HIGHWAY MINIATURES HO

"Highway Miniatures" models are moulded of high impact polystyrene in appropriate colours and require only minimum painting. We are adding to this range each month.

1925 Model 'T' Panel Truck	\$3.15
1929 Model 'A' Station Wagon	\$3.15
1920 Fordson Farm Tractor	\$2.45
1920 Fordson Industrial Tractor	\$2.45

DYNA MODELS HO

1908 Buick
1909 Stanley Steamer
1911 Maxwell
1916 Twin Six Packard
1947 Ford Pick Up (Ute)
Dyna Models are metal kits and come unpainted at \$3.50 (except the 1947 Ford Pick Up which is \$4.15) and painted at \$6.95 each. Also available is the Coal Conveyor, painted, at \$4.15.

NORTHEASTERN SCALE NUMBER

We now have in stock the range of Northeastern Stripwood packaged in HO scale sizes. Each pack contains a number of 11" lengths of stripwood and is marked in HO and N scale sizes. The table below indicates the range available and the number of pieces per pack. e.g. HO scale 1x6 inches pack contains 20 pieces. All packs are \$1.45.

All \$1-45 Pkg	WIDTH—HO Scale Inches						
	2	3	4	6	8	10	12
THICKNESS—HO Scale Inches							
1	25	25	25	20	20	20	X
2	25	25	25	20	20	20	17
3	X	25	25	20	20	20	17
4	X	X	20	20	20	20	20
6	X	X	X	20	17	17	17
8	X	X	X	X	17	17	17
10	X	X	X	X	X	17	14
12	X	X	X	X	X	X	14

EVERGREEN SCALE MODELS

For those modelers who prefer working with styrene we now offer the range of Evergreen Styrene Building Materials.

V-GROOVE SCRIBED SIDING

6¼" x 10½" Opaque White sheets.

Part No.	Thickness	Spacing	Qty	Price
2025	.020"	.025"	1	\$2.45
2030	.020"	.030"	1	\$2.45
2040	.020"	.040"	1	\$2.45
2050	.020"	.050"	1	\$2.45
2060	.020"	.060"	1	\$2.45
2080	.020"	.080"	1	\$2.45
2100	.020"	.100"	1	\$2.45
4125	.040"	.125"	1	\$2.95
4188	.040"	.187"	1	\$2.95

HO SCALE STRIPS

Dimensions are in HO Scale Inches. Strips are 13¼" long, opaque white and packed in resealable polyethylene bags.

Part No.	Size	Qty	Price
8103	1x3	9	\$1.55
8104	1x4	12	\$1.55
8106	1x6	12	\$1.55
8108	1x8	12	\$1.55
8110	1x10	12	\$1.55
8112	1x12	12	\$1.55
8203	2x3	9	\$1.55
8204	2x4	12	\$1.55
8206	2x6	12	\$1.55
8208	2x8	12	\$1.55
8210	2x10	12	\$1.55
8212	2x12	12	\$1.55
8404	4x4	10	\$1.55
8406	4x6	10	\$1.55
8408	4x8	10	\$1.55
8410	4x10	10	\$1.55
8412	4x12	10	\$1.55
8606	6x6	9	\$1.55
8608	6x8	9	\$1.55
8610	6x10	9	\$1.55
8612	6x12	9	\$1.55

FREIGHT CAR SIDING

6" x 10" Sheets with grooves across the sheet to eliminate splicing (3¼" scale spacing).

Part No.	Thickness	Scale	Price
2020	.020"	N	\$2.45
4037	.040"	HO	\$2.95
4067	.040"	O	\$2.95

PASSENGER CAR SIDING

5½" x 10½" sheets with grooves across the sheet to eliminate splicing (2¼" scale spacing). Thickness matches Grandt Line windows and doors.

Part No.	Thickness	Scale	Price
3025	.030"	HO	\$2.45

CLAPBOARD SIDING

6.2" x 10.5" Opaque White sheets.

Part No.	Thickness	Spacing	Qty	Price
4031	.040"	.030"	1	\$2.95
4041	.040"	.040"	1	\$2.95
4051	.040"	.050"	1	\$2.95
4061	.040"	.060"	1	\$2.95

UTAH PACIFIC HO

Utah Pacific manufacture a range of mainly lost wax brass detailing parts. These items can "make" a model.

- 60.5 Chime Diesel Horn GE/GM (One piece brass casting) ea. \$1.40
- 61. Speed Recording drive for early GE axle generator for locomotive overspeed control (2) \$1.10
- 63. Caboose Markers with jewels (2) \$2.80
- 64. Caboose Marker lights, comes with 1.5V micro bulbs plus green, red and amber marker lenses (2) \$9.75
- 77. Mirror with brackets (2) \$2.10
- 83. Snow Shield as used on Union Pacific and Amtrak (2) \$4.20

To further assist in detailing locomotives we carry a large range of M.V. Products Headlight and Marker Lenses. (M.V. Lenses may be lit). Write for more details and prices.



Illustrated above (slightly smaller than actual size) is the latest Ten Wheel Drive HO signs sheet. The signs are station posters from the 1930 to 1950 era.

Price per sheet \$1.95
The first 3 TWD signs are still in stock also at \$1.95 a sheet.

TWD 100 HO 3 signs. Dodge Trucks, Stegbar Windows, Coca Cola.

TWD 101 Ho 3 signs. Benson and Hedges, Chrysler Sigma, CUB Victoria Bitter.

TWD 200 N all 6 signs described above.

VR PROTOTYPE BOGIES

Note:— Because of the unavailability of Cavalcade wheels we are now only able to offer our bogie kits less wheels.

VR 6 wheel 'E' Series bogie kit (pair) \$3.95

VR 4 wheel 'PL' Series bogie kit (pair) \$3.95

VR 4 wheel 'QR' Wagon bogie kit (pair) \$3.95

VR 'W' Series bogie kit (pair) \$3.95

Above kits do NOT include wheels.

VR Sideframes only for A, C, D, K, and N locomotive tenders (set of 4) \$2.40

VR Axle boxes for short wheelbase

4 wheel wagons (GY etc) 4 axle boxes \$1.20

VR 4 wheel wagons (I) 4 axle boxes \$1.20

VR "Long" Axle boxes 'Z' Vans, some 'T' Vans etc. 4 axle boxes \$1.20

VR Sideframes for 'T' Class Diesels —

designed to replace those on Athearn's

SW1500 or S12 mechanisms. Set of 4 \$3.95

Replacement sideframes for the ATHEARN

F7/GP9 Diesel Trucks. Set of 4 \$4.25

Still in preparation are the HON2½ bogies and

the 'Y' class diesel sideframes.

Are you a modeler of the South Australian

scene? Do you have a space about 100 mm by

125 mm on your layout? Do you need an SAR

type water tank? Then watch our Jan/Feb ad

and while you are waiting try to save about

\$12.95. At the same time try to find about

\$3.00 and a space for a small culvert. As we

expect SARMOD to deliver both items about

the last week in November. Visitors to our shop

will probably be able to buy themselves one of

each kit for Christmas. About the same time

we should have the first batch of our VR 'W'

series coach bogies at \$3.95 a pair (wheels not

included).

WALTHERS STYRENE

6½" x 12" Plain Styrene Sheet.

.010" thick white opaque 6 sheets \$1.40

.015" thick white opaque 4 sheets \$1.40

.020" thick white opaque 3 sheets \$1.40

.040" thick white opaque 2 sheets \$1.40

.060" thick white opaque 1 sheet \$1.40

.015" thick clear transparent 3 sheets \$1.40



BOOKS FROM KALMBACH

Creative Layout Design \$12.45

Bridges and Buildings for Model

Railroads \$4.50

Scratchbuilding and Kitbashing Model \$5.45

Railroad Stations \$4.55

Popular Model Railroads You Can Build \$6.45

Easy to Build Model Railroad Structures \$5.00

How to Operate your Model Railroad \$14.45

101 Track Plans \$4.00

Traction Guidebook for Model Rail-

roads \$4.50

Easy To Build Freight Cars \$3.50

N Scale Track Plans \$3.50

764 Helpful Hints \$4.50

All About Signals \$2.50

Small Railroads You Can Build \$4.00

HO Primer \$5.00

N Primer \$5.50

The ABC's of Model Railroading \$5.45

Railroad Station Plan Book \$4.50

How to Wire Your Model Railroad \$5.50

HO Railroad that Grows \$4.00

Railroads You Can Model \$5.00

Track Plans for Sectional Track \$2.50

Scenery for Model Railroads \$5.00

More Railroads You Can Model \$6.00

Practical Electronic Projects \$4.50

Practical Guide to Model Railroading \$4.00

NEW! Due December. "Building Plastic Rail-

road Models." 104 pages, 532 illustrations on

how to use plastic for modelling \$10.00

NEW! Revised and updated edition of John

Armstrong's "Track Planning for Realistic

Operation." \$8.45

1928 Handy Railroad Atlas of the United

States \$5.45

Journey to Amtrak \$9.50

From CARSTENS

Electrical Handbook for Model Railroaders

Vol 1 \$3.50

Electrical Handbook for Model Railroaders

Vol 2 \$3.50

NEW! Design Handbook of Model Railroaders

by Paul Mallory \$5.50

BOOKS

Why not catch up on some reading during the summer break?

For UP Fans — a new publication — UNION

PACIFIC RAILROAD FREIGHT CARS —

1950 \$12.50

Also for UP Fans — Union Pacific Motive

Power Review 1968-77. Includes a special

feature on GE's U50C \$10.95

For SP Fans — BAY AREA STEAM a collection

of vintage and, often rare, photographs of SP

steam locos in the San Francisco Bay area of

California. 144 pages \$19.95

FOR THE SCRATCHBUILDER

Apart from the Stripwood and Styrene on the previous page. We also stock the range of PLASTRUCT products. Catalogue 75c — includes an Australian price list.

From MICRO SCALE

Micro Set Setting solution for Decals \$1.40

Micro Sol Decal Softener with a solvent base

for difficult areas \$1.40

Micro Mask \$1.40

Micro Krystal Kleer Liquid medium for model

windows and lights \$1.40

From HOBSCO

DDV Decal Dulling Varnish \$2.30

Solvaset Decal Setting Solution \$2.60

Goo All purpose adhesive \$1.60

Mikro Tip. Applicator tip for tubes of Goo-

avoids waste (10 per pack) 1.40

From MDC (ROUNDHOUSE) HO TRUCKS

2918 Modern Roller Bearing pair \$1.40

2919 Heavy Duty Roller Bearing pair \$1.40

2922 Archbar pair \$1.20

2924 Fox pair \$1.20

2918 Modern Roller Bearing pair \$1.40

2919 Heavy Duty Roller Bearing pair \$1.40

2922 Archbar pair \$1.20

2924 Fox pair \$1.20

2925 Roller Bearing pair \$1.20

2928 HON3 Narrow Gauge, Archbar Freight

trucks — brass wheels pair \$4.55

2931 Std Pullman 6 whl Pass pair \$1.75

2935 Commonwealth 4 whl Pass pair \$1.40

From FLOQUIL

We have the range of "normal" Floquil

Railway colours in 1 oz bottles at \$1.65

DioSol Thinner 8 oz can \$3.50

DioSol Thinner 16 oz can \$4.55

DioSol Thinner 32 oz can \$6.95

For those who prefer to thin (and lean up)

with water we have the Floquil Polly-S

range of railway colours in 1 oz

bottles \$1.65

When you are using wood — why not stain it

with Floquil Flo Stain in 1 oz bottles \$1.40

Floquil's Painting Miniatures Booklet

(includes a colour card) \$3.50

Floquil Polly-S colour card 60c

From DYNA MODELS HO

1500 Dogs Painted (4) \$2.40

1502 Rooster and 12 Hens Painted \$2.40

1503 Sheep Painted (6) \$4.20

1504 Pigs Painted (4) \$4.20

1505 Sow and Piglets Painted \$4.20

1506 Cats Painted (6) \$2.40

From GSB RAIL LTD HO

3301 The Diesel Cab EMD E and F Unit Diesel

Cab Interior Kit. Included are Bulkheads,

Floor, Brake Stand, Heaters, Rotair

Valve, Control Stand etc \$13.95

3401 The Windscreen Wiper (4) \$2.10

From CAMPBELL HO

250 12 Wooden Barrels Unpainted \$1.30

251 12 Oil Drums Unpainted \$1.30

255 Brass Light Shade (6) \$1.35

256 36 Link Chain, Black (12") \$1.75

927 Cyclone Vents 3 per bag \$1.10

930 Park Bench — unpainted, plastic sides

wooden slats 4 per bag \$1.10

1600 Rowboat Plastic unpainted ea \$1.00

1604 Windmill Plastic unpainted ea \$1.40

We also have the range of Campbell's

unpainted plastic windows, doors and

skylights per bag \$1.00

Corrugated Aluminium in the following

sizes:—

7.5" x 4 HO feet high (10 pieces) \$2.10

7.5" x 6 HO feet high (9 pieces) \$2.10

7.5" x 8 HO feet high (9 pieces) \$2.10

7.5" x 10 HO feet high (7 pieces) \$2.10

7.5" x 12 HO feet high (6 pieces) \$2.10

(Aluminium is .002" thick.)

We have a range of good quality paint brushes

in O, OO, and OOO sizes at \$1.10 ea.

POSTAL ADDRESS:

P.O. BOX 144

COBURG, 3058

VICTORIA

McBEES

Hobby Centre Pty. Ltd.

MAIL ORDER SPECIALISTS

TELEPHONE (03) 478 0038

from good hobby shops everywhere

NEW IN N

HICUBE BOX

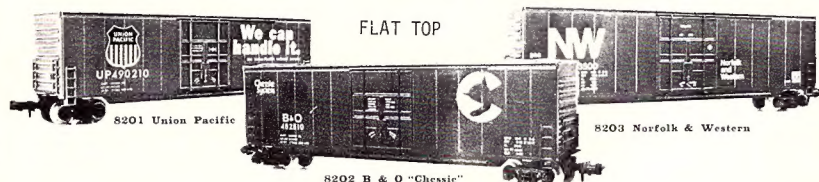
HO/00

NEW - BATHTUB GONDOLA KITS
1660 Undecorated
1662 Union Pacific
1665 Burlington Northern
1666 Rio Grande

\$5⁹⁵

NEW - BOGIES
2918 Modern Roller Bearing
2919 Heavy Duty Roller Bearing

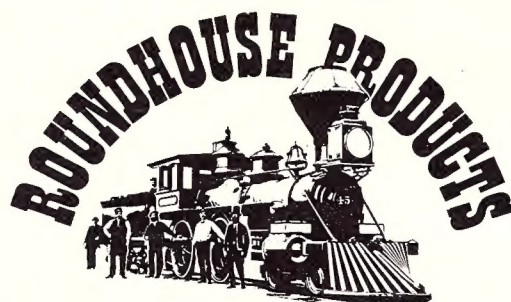
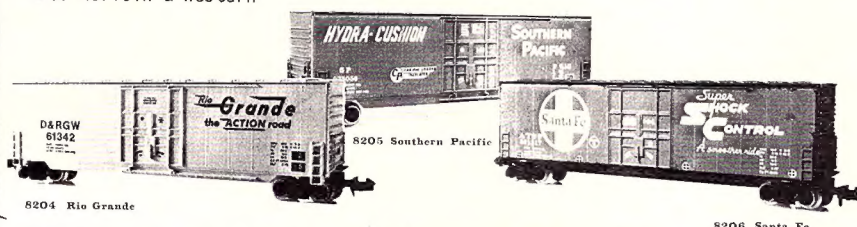
\$1⁵⁰ Pr.



Each box car body is a super detailed one piece moulding which is authentically painted and lettered. The brake wheel is a separate attachment. The cars have an all metal chassis for proper weight and rail hugging ride. The free rolling trucks have wheels w/nickel silver rims & fitted with Rapido type couplers. Ready-to-roll, the cars are available in six different road names.

8200 Undecorated
8201 Union Pacific
8202 Baltimore & Ohio
8203 Norfolk & Western
8204 Rio Grande
8205 Southern Pacific
8206 Santa Fe

\$6⁹⁵

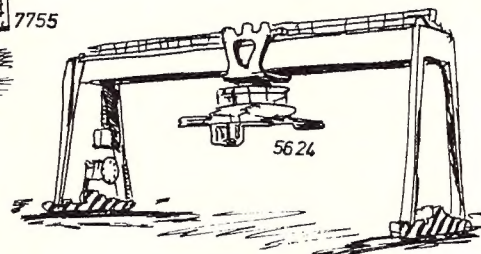


- * PASSENGER & FREIGHT CAR KITS
- * PASSENGER & FREIGHT BOGIES
- * LOCOMOTIVE KITS
- * ACCESSORIES

TO ALL RETAILERS: The prices set out or referred to herein are recommended prices only and there is no obligation to comply with the recommendation.

VOLLMER

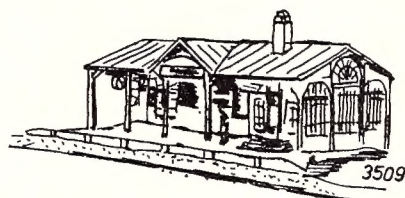
EXCELLENCE IN PLASTIC KITS



- | | |
|--|---------|
| 7521 COUNTRY STATION 145 x 105 x 86mm | \$10.75 |
| 7609 ENGINE SHED, 3 ROADS with automatic doors
180 x 150 x 95mm | \$19.50 |
| 7702 TWO STOREY HOUSE 70 x 75 x 65mm | \$4.75 |
| 7716 MODERN HOUSE 140 x 100 x 47mm | \$7.95 |
| 7746 MOUNTAIN LODGE 95 x 90 x 45mm | \$5.95 |
| 7755 OLD TIME INN (EUROPEAN) 83 x 73 x 113mm | \$11.50 |
| 7800 STEEL GIRDER THROUGH TRUSS BRIDGE 150x40x30.. | \$4.95 |

HO/00

- | | |
|---|---------|
| 3509 VILLAGE STATION KIT 210 x 134 x 77mm | \$11.75 |
| 3532 PASSENGER PLATFORM WITH AWNING 621x48x70mm .. | \$10.95 |
| 3724 HOUSE WITH BAKERY - House 121 x 121 x 77mm
Bakery 121 x 77 x 58mm | \$8.50 |
| 5610 TWO-STOREY FACTORY 130 x 70 x 130mm | \$12.50 |
| 5624 OVERHEAD CONTAINER CRANE 255x120x165mm | \$14.95 |
| 5719 COAL BUNKER WITH CRANE 130x60x65mm | \$8.75 |
| 5752 TWO STALL ENGINE SHED 305x195x90mm | \$23.95 |



Who said....
VOLLMER
We did!
EXCELLENCE IN PLASTIC KITS

TRADE & GENERAL ENQUIRIES:

AUSTRALIAN MODEL CRAFT CO., 577 Dean St., Albury, N.S.W. 2640 (P.O. Box 118)

PHONE (060) 21 2473

A.M.R.M.

NOVEMBER/DECEMBER, 1979
Issue 99, Vol. 9 No. 6
AT ISSN 0045-009X

The official Journal of SCMR in Australia.
Incorporating the Yardmaster, bulletin of
The Sydney Model Railway Society.

Published bi-monthly by S.C.R. Publications
of P.O. Box 235, Matraville, NSW 2036 for
the Southern Cross Model Railway
Association. All rights reserved and all
editorial matter copyright. Registered for
posting as a publication - Category B.
Printed by Publicity Press Ltd, of 29-31
Meagher St, Chippendale, NSW 2008.
All compilation, editorial and distribution
work is carried out by voluntary labour on a
non profit basis.

Editor Allan Brown
Managing Editor. Bob Gallagher
Associate Editor. Phil Curnow
Editor (Reviews) Graham Ahern
Assistant Editors (NSW) Alan Templeman
Stuart Liversey, Paul Rogers
Assistant Editors (Vic.) Ian Weickhardt
Peter Gibbs
Assistant Editor (S.A.) Phil Curnow
Assistant Editor (Qld) Max Chaseling
Staff Artist (Illustrations) Ian Thorpe
Photographer Graham Ball
Research Bob Merchant, Phil Collins
Assistants John Bevan
Arthur Robinson, Bill Kerr,
Phil Jeffrey, Barry Eadie,
Peter Vincent, Ross Hurley
Draughtsmen Roger Johnson
Dave Taylor, Ray Love, Ian Stevens,
Ron Wigglesworth, Adrian Compton
David Wearne, Howard Armstrong
Tony Parnell, David Howarth
Back Issues Manager John Casey
Subscription Manager. Ted Cole
Distribution Manager. Trevor Moore

DISTRIBUTION: Subscriptions, SCMR
and SMRS members; hobbyshops and
Associations by SCR Publications;
newsagencies and bookstalls by Gordon and
Gotch (A'asia) Ltd.

ADVERTISING: Details available from
S.C.R. Publications, P.O. Box 235,
Matraville, NSW 2036. Phone (02) 661-4046
(evenings only).

CONTRIBUTIONS in the form of articles,
photographs, club notes, hints, letters to the
Editor, drawings or trade press releases are
welcome for publication in this magazine.
All items received will be acknowledged
upon receipt. Please pack photographs
between stout cardboard before posting.
Indicate whether photographs are to be
returned, and if trimming is forbidden.

SUBSCRIPTIONS: Rate (by mail); Australia
\$7.00 per year (6 issues); overseas \$9.70
per year. A limit of one year. All monies
payable to S.C.R. Publications at Matraville,
NSW. Subscription starts with the first
issue after receipt of money.

ADVERTISING DEADLINES: For all copy
is as follows:-
January/February, 1980 14.12.79

CONTENTS

The SANTA FE Down South — 1	Bruce Block	13
Australian Railway Signalling — 4	Arthur Perry	17
Why Cull People Out Of Your Pictures?	Leon Oberg	20
MENANGLE'd Matchbox Models	Max Burke	22
Horseboxes of the NSWGR — MHG/KG & SKG/KG		
Modelling a Wheat Silo	Paul Rogers and Adrian Compton	23
VR FOX & FQF Class Flat Wagons	Dean Jackson	27
Lima Motor Repair	Ian Weickhardt and Ron Wigglesworth	33
... And After Came the ANR	Roger Johnson	36
MAIL BAG	Phil Curnow	37
PROTOTYPE TRACK PLAN: Murphy's Creek QR		39
AMRM NEWS	Ron Bennett	40
1979 SYDNEY MODEL RAILWAY EXHIBITION		42
BOOKS	Ron Cunningham	43
REVIEWS	John Bevan	43
NEPEAN SUB-BRANCH EXHIBITION		45
	Phil Collins	47

COMMENT

Recently, during a slide show at a meeting of the local railway historical society, I saw an illustration of a steam-hauled freight train in the central west area of New South Wales. That photograph, if I recall correctly, was taken only 15 years or so ago — yet almost all of the vehicles on the train, plus, of course, the motive power, are now either non-existent or close to extinction. Not only has the rolling stock changed but the services have been revamped, thus terminating traditional routes and schedules and replacing them with timetables more suited to the accepted modern traffic tasks of the railways.

Facilities for both passenger and goods traffic have also undergone change in those 15 years. There are now very few wayside halts on the N.S.W.P.T.C. system, and many stations which receive only a token service. Regional freight centres are rapidly replacing traditional 'local' freight depots; weighbridges, yard cranes and despatch offices have been razed as their usefulness has come to an end. Station dwellings are also becoming a thing of the past as employment conditions regear themselves to contemporary requirements. Locomotive

servicing and wagon repairs are being realized in centralised locations.

Now the whole point is this: the wholesale modernisation of the railway system has swept aside not only the infrastructure and vehicles of the steam and early diesel eras but the opportunity to record aspects of those eras. The magnitude of these alterations can, for instance, be seen in Victoria where 35 regional freight centres have replaced more than 500 points of consolidation for goods traffic and closed (with the exception of bulk commodities, principally grain consignments) about 800 kilometres of track. Similarly, co-ordinated road/rail passenger services have sounded the deathknell for large numbers of secondary trunk and branch line rail coaching schedules.

Consequently, the recording of today's railway scene has often become a matter of urgency. Within two years, for example, the four-wheeled N.S.W. freight wagon will no longer operate in revenue service, while the long-awaited XPT series of intercity passenger trains will banish many items of coaching stock within the same period. While A.M.R.M. will endeavour to cover these matters as comprehensively as possible, the modellers of the future will gain even more knowledge of Australia's railways during the 1970s and early 1980s if readers undertake independent field studies and submit their findings for publication.

Paul Rogers



The above scene, photographed by Graham Ball, shows an unusual mixture of trains on the Canberra Model Railway Club layout 'BARGO', at the 1979 Canberra Exhibition. In the foreground is a VR 'Y' class hauling a string of VR four wheelers while a NSWGR D59 passes on the DOWN track with a string of NSWGR wagons.

ON THE COVER: Preserved Western Australian Government Railways' W class 947 caught showing off in Albury loco yard as she poses for some publicity photos. Sunday, October 15, 1978. Photo: Jack Parker.

THE GREAT TRAIN SALE CONTINUES

Check the Range! OO/HO & N

TRACK: Peco Hornby, Roco, Lima, Shinohara.

LOCO & ROLLING STOCK: Hornby, Lima, Roco, Mehano, Rivarossi, Roundhouse, Life-like, Airfix, Model Power, Tyco, Athearn, Atlas, Bachmann, Piko, Minitrix, Roco, Liliput, Wrenn, Jouef, Model Dockyard Brass Locos, Friedmont Kits, Scotia Kits, etc.

TRANSFORMERS & ELECTRICS: H & M range, Tempest Autopulse, Wires, Switches, Globes, Lights, etc.

TRACKSIDE KITS & ACCESSORIES: Heljan, Kibri, Pola, Tyco, Hornby, Vollmer, Builder Plus, Campbell Kits, Faller, AHM, Superquick.



\$29.95 6100 Class, Type 2-6-2T Prairie Tank Locomotive, B.R. period. 'OO' Scale.

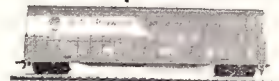
JOUEF LOCOS

8345 SNCF Electric	\$18.95
8571 " "	\$13.95
8539 " "	\$16.95
8542 " "	\$13.95
8582 " "	\$10.95
8342 " "	\$10.95
8255 231 K Pacific	\$39.95

JOUEF ROLLING STOCK

5111 Coach	5.95	6260 Wagon	1.75
5112 Coach	5.95	6261 Wagon	1.75
5113 Coach	5.95	6270 Wagon	1.75
5482 Diner	3.95	6366 Wagon	1.75
5343 Rest	5.25	6268 Wagon	1.75
5580 Silver	4.95	6267 Wagon	1.75
5593 Bag/Coach	4.95	6561 Wagon	1.75
5752 Intercity	5.95	6881 Refrig	3.95
Assorted small tank wagons	1.75	6760 Refrig	5.95

THRALL DOOR BOX CARS



ASSORTED
ROAD NAMES
\$1.75

TRADING HOURS

MON-FRI 9.00 am - 5.00 pm
THURSDAYS 9.00 am - 9.00 pm
(Until Christmas)
SATURDAY 9.00 am - 2.00 pm

LIFE-LIKE KITS

Kramer Home	1.95
Rose Home	1.95
Morrell Home	1.95
Ice Cream Drive In	1.95
Bank	2.95
Fire Station	3.95
Police Station	3.95
Supermarket	3.95
Hanks Shed	1.50
Pikesville Jn	2.50
Bobs Dumping Station & Car	2.95
LH Manual Points	1.95

ACCESSORIES

18' Cork Underlay	2.35
500ml Hobby Glue	2.85
Scatter Material	1.00
5 GOW Globes	1.15
Complete Range Available.	

LGB

NOW IN
STOCK

TRANSFORMERS

H & M Duette	49.95
H & M Clipper	31.50
H & M Flyer	24.50
MINICON	10.00

MAIL ORDERS WELCOME

Add \$2.00 NSW
\$3.00 elsewhere



\$5-95



HO Teakettle

7.95



0-4-0 Dockside

9.95



F7 Diesel Chessie

12.95



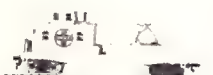
GP38-

3.95



Track Cleaning Car

1.50

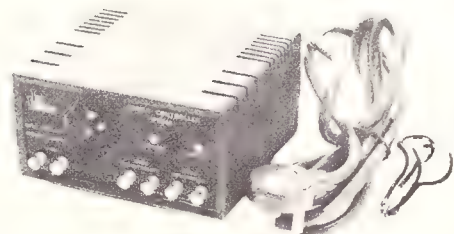


Searchlight Car with Working Light

1.50



Gondola with Removable Containers



\$29.95 Power Controller for Trains.

\$3.95



HO Kentucky Fried Chicken kit

LIMITED STOCKS

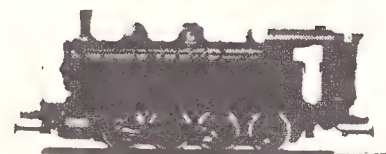
AVAILABLE ONLY UNTIL
SOLD OUT

TOYMAN IMPORTS HOBBY CENTRE

A DIVISION OF TOYMAN IMPORTS PTY. LTD.

76 RAILWAY STREET
YENNORA, N.S.W., 2161
(NEAR FAIRFIELD)

Phone: (02) 632 5002
(OPP YENNORA RLY STATION)



THE SANTA FE DOWN SOUTH — 1

by Bruce Block

Photographs by Graham Ball



Above A Tyco 4-6-0 with an old Tenshodo wooden style coach. This was made from a bakelite substance back in 1952 which was the devil's own job to both fit and glue. The barn is by Suydam.

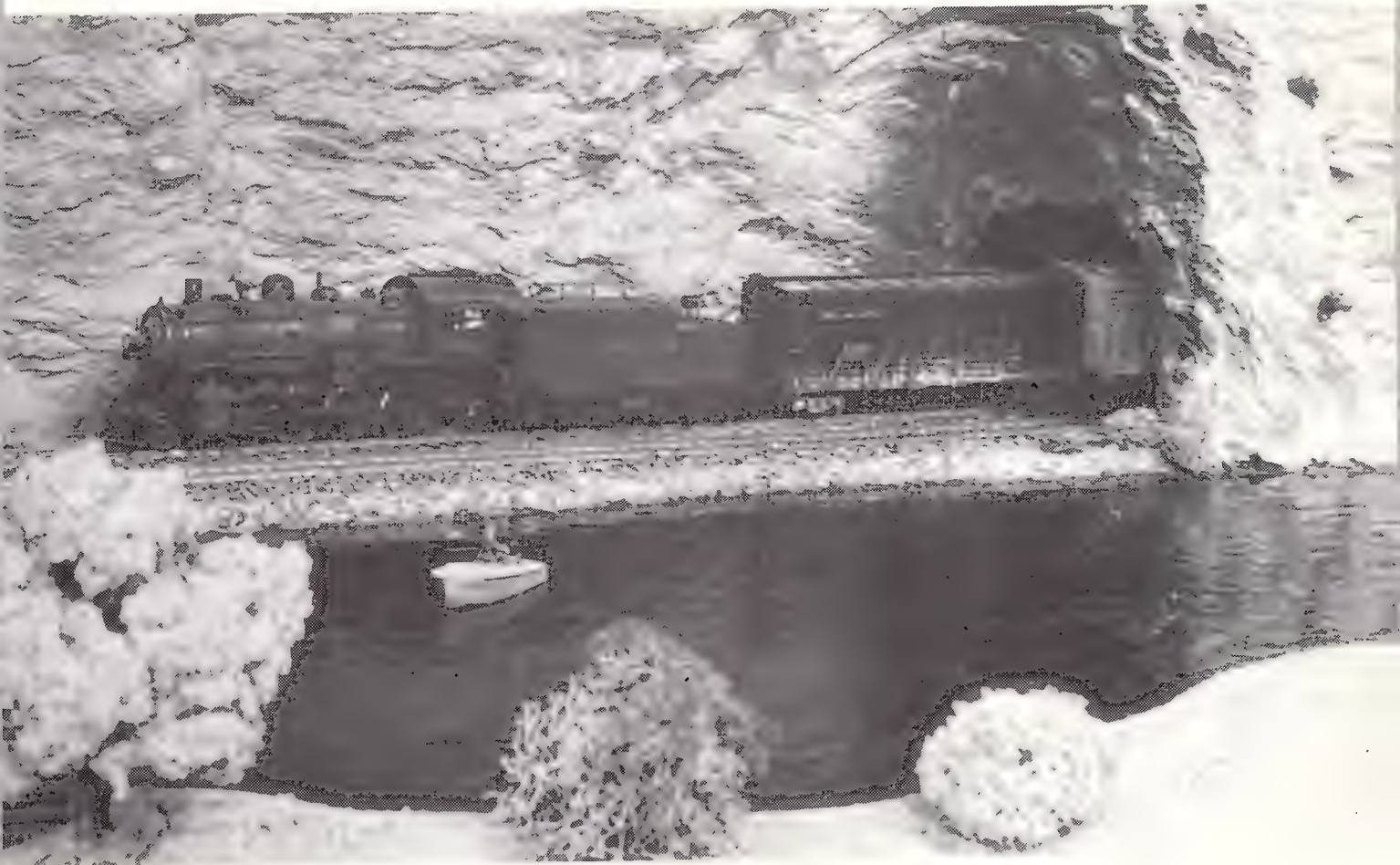
Below A Hallmark ATSF Consolidation at the head of a local stock train comes out of the rock bore and skirts by the lake. The lake is only 3/16" deep and was made by colouring the base blue — becoming darker as it moved away from the shoreline — and then pouring liquid bio-pot (tinted a very light blue) over it. The plastic bio-pot cures with a very slight ripple on the surface, giving the appearance of a breeze stirring the waters. The cliff wall was made from three rock casting moulds, each no more than 4" square, placed in adjoining positions but often tilted or placed upside down to give variations in the formation.

I can blame my mother for my interest in the hobby — if I recall at the age of 4 I was given a large wooden ride-in locomotive with tender — it was notable for the amount of gravel and dirt I apparently spread over the public footpath, in the mistaken belief that a coal tender was also a hopper car.

From there it was a logical progression to a Hornby "O" gauge clockwork on the lounge room floor — my most vivid recollection was the track — sleepers so vast and so few — they must have scaled out about 6 feet wide and 20 feet apart — and the printed tin accessories — unbelievably crude by today's standards. The next step along the road of self indulgence was a Hornby Dublo 3 rail — that man Hornby has a lot to answer for — a Sir Nigel Gresley in die cast metal and tinplate stampings, plus an 0-6-0 tank, with printed tin rolling stock. The tinplate track rusted without effort while I recall — with black fibre sleepers — which literally turned brown while you breathed on it.

The progression from that scene was spasmodic — some 12 years as a bachelor officer in the Air Force didn't help in either collecting or setting up a layout — in fact my wife still insists that the only reason I married was to have somewhere to put a layout. There was one good side — a tour in Japan in 1952 brought the infant brass industry to my notice and I invested in a Tenshodo NYC Hudson and a Santa Fe and NYC F3 Diesel as well as an unknown make purporting to be an SP 0-6-0. You might be interested in the prices then — an SP Cab Forward for \$36, a Big Boy for \$38 and a Hudson for \$16. If one had only known, but the prices seemed high then and there were many other distractions!

I think a Santa Fe Consolidation by United





Above The show at the Suydam old time burlesque theatre looks like attracting some of the patrons from the Red Lion (a Superquick background kit). The mixture of English and American buildings did not always work out satisfactorily but background American kits are hard to find. Note Fido attending to the fire hydrant.

Below Alco PA A & B unit diesels by Balboa pass some keen anglers by the creek. A hunter and his dog look on.

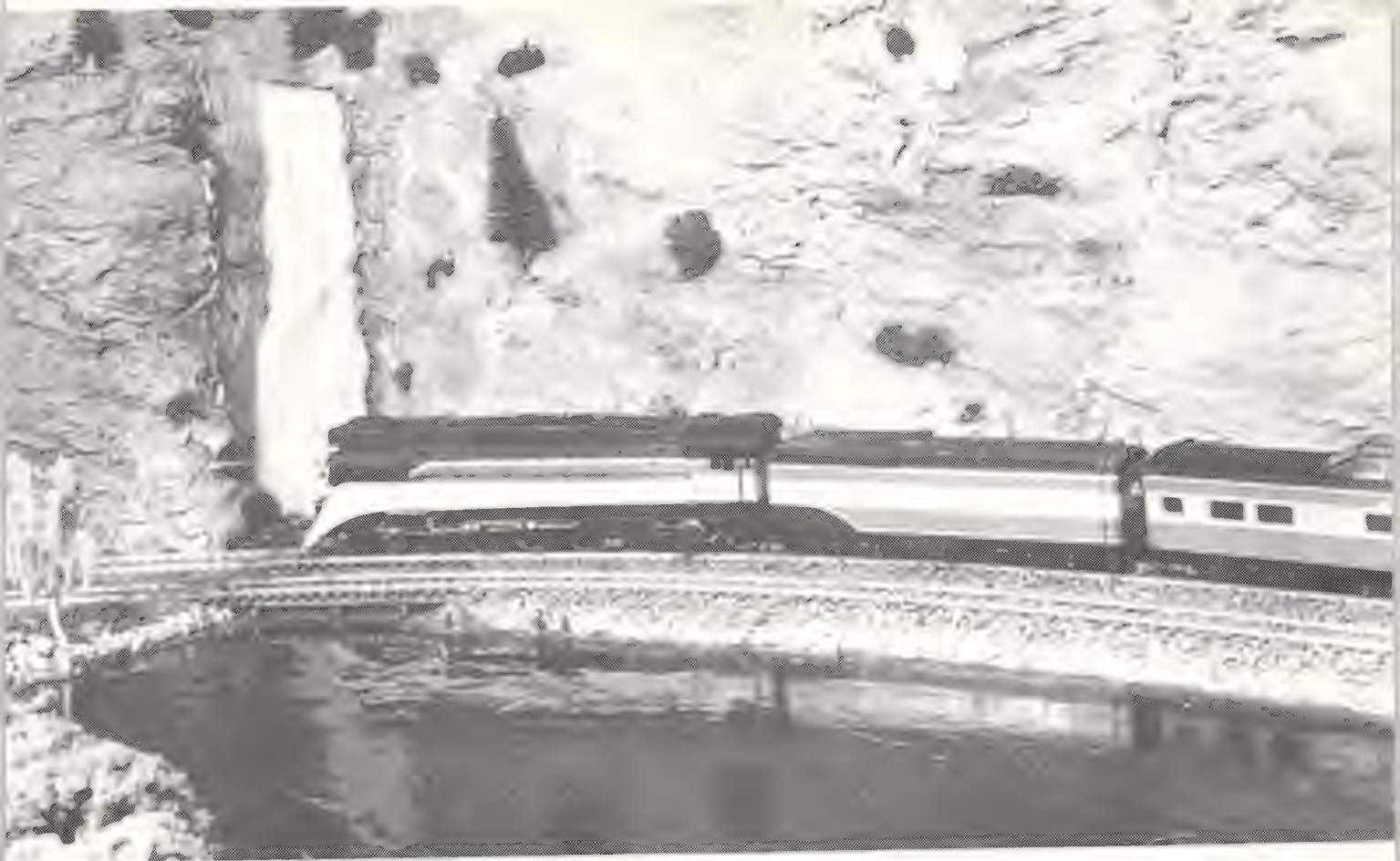


— a present from my wife some 14 years ago, really set the seal on the road to eternal model railroad damnation. I was hooked on the Santa Fe — and Santa Fe steam in particular. That road did just not believe in covering up all that piping, pumps, valves, ect. with a nice clean casing — so they only ever had one truly fully streamlined locomotive — the "Blue Goose" — all the others are a delightful collection of plumbing, etc. hooked on to the boiler and anywhere else something could be hung. Probably only the C & O was similarly inclined — less frills meant quicker and cheaper servicing — and perhaps that is why those two railroads still make profits today.

In talking about the prototype for one's model railroad, it is interesting to consider some of the reasons for picking out a particular one. I believe that some of the considerations are the space available, the variety of rolling stock — some prototypes were solely ore carriers, for example, the type of scenery, the kind of operation you want, and what is available in model form.

The Atchison, Topeka and Santa Fe Railroad, to give it the full original title, offered an infinite variety of scenery, rolling stock and operating possibilities. As a modeller, the Santa Fe buff is well catered for. Tenshodo, United, Westside, Sunset, Key, Custom Brass, Balboa and others in steam, and Tyco, Athearn and Atlas in diesels have, over the years, offered a tremendous variety in motive power, while rolling stock of most types has come from Train Miniature, Athearn, Model Die Casting, A.H.M., Silver Streak and so on. There were also a number of books available which made research easier, and even a Santa Fe Modellers' Association of some 500 members which I joined, although this was formed some years after I decided to go "All the Way with Santa Fe".

When you have space limitations you are forced to limit your scenery so that various geographical features flow naturally into each other. Even though my last layout occupied some 350 square feet it is incredible how little you can get into such a space if it is to remain realistic. So while the Santa Fe offers everything, I chose to model a small



Above A Lionel GS4 SP Daylight comes across the wooden creek bridge by the falls. These were made from greaseproof paper suitably scribed with a blunt razor as a base then teased cotton wool was added. An angler sits at the jetty patiently waiting for his first catch.

Below A Custom Brass ATSF Prairie type locomotive of the 1800 class heads across a built up rock embankment. Each rock was individually glued in position after all other methods failed — a most tedious job that is not to be recommended.





Above A Balboa ATSF 1480 Class Atlantic passes the last clean-up of the wheatfield — made from old fashioned wooden backed nail brushes glued with Aquadhere to the plaster and then sawn off at the top with a fine saw.



area of southern California — an orange grove, a small river and canyon, a lumber mill, lake, western type town, a few fields, a small mountain and a terminus.

In collecting I've had the occasional straying from the fold — a Lionel SP Daylight, a Shay and a Great Northern 4-8-4, but by and large I've stayed faithful to the Santa Fe. I know there are two schools of thought on this — one is the purist who says "one road only" and strictly forbids any other locomotive of any other road — while there is the other which says it is your pleasure, you're the boss any locomotive of any road that takes your fancy — and a mighty conglomeration of non-family looking steeds that can produce. I guess I have tended towards the former with an occasional breakout for the one that really appeals — I think I believe that one's locomotives tend to need a family look about them, and with most of Santa Fe's being built by Baldwin, this they surely had.

My layouts, and this was the fifth, have given me a great deal of pleasure over the past 40 years. I have gained a great deal of experience and there is no doubt that you never stop learning, even if it is only of one's inadequacies in imitating nature. Certainly the next one, should I ever get around to it — will be simpler, easier to get at, and with the largest radius curves I can get in — something like 48".

As one of the original members of the Canberra Model Railroad Club I have made many friends in the modelling fraternity and I only hope that they have been able to learn as much out of the mistakes I have made on my layouts as I have from the good points they have incorporated in theirs.

More photographs next issue.

Left An Athearn ATSF GE U30b emerging from a plaster tunnel by A.I.M. — the retaining wall was liberally streaked with glue and then sprinkled with flock to represent ivy — portal was weathered with artist's oils liberally diluted with mineral turps and the top of the portal entrance was carefully sprayed with engine black out of the can.



Above A Lionel SP GS4 Daylight with Athearn cars passes North Creek, a whistle stop station located by the lake — the mountain in the background was the highest point in the layout. Almost half a ton of plaster was used in the scenery.

AUSTRALIAN RAILWAY SIGNALLING

Fourth in a series by Arthur Perry

This series is written to show how the prototype signalling is used. A.M.R.M. will gladly publish articles on methods of operating model versions of signals mentioned in this series. Previous articles were in the March/April 1979 - General introduction to the different types. July/August 1979 - Signalling terminology explained. Sept./October 1979 - Automatic single-light signals.

AUTOMATIC TWO LIGHT SIGNALS

Victoria & South Australia

These railway systems use "speed" signalling where each arm or lamp-case authorises a different "speed" and not a "route". Where traffic density or high-speed requires more than three aspects be used the marker-light below the main or "normal-speed" arm, lamp-case or searchlight unit is replaced by a second arm, lamp-case or unit. It is a "medium-speed" arm, etc. Two arm automatic semaphores can be picked at a glance by the unusual cranked medium-speed arm's spectacle-plate required to stagger the lights as well as pointed baldes.

As we approach a "stop" signal we encounter first a green over red "clear" aspect, then a yellow over green "reduce to medium speed" aspect whose upper yellow light tells us it is no longer safe to proceed at "normal-speed", while its lower green light tells that it is safe for "medium-speed" as far as the next signal. Next is a red over yellow "medium-speed warning" (caution) aspect which we must not approach at more than medium speed (32km/hr S.A. & 40km/hr Vic.) and we must stop at the next signal, which is double red. In the prototype the rear of the train ahead would be clear of the short "overlap" beyond the double-red signal required for medium-speed but not yet clear of the next signal's overlap again. Fig. 1a illustrates this relatively clearly.

Sometimes, due to a sharp curve or other permanent speed restriction enroute, a signal may only give medium-speed aspects with an arm permanently at "stop" or in the case of a light signal a permanent red light at the top of the post. Approaching such a signal the signal in advance of it would show yellow over green "reduce to medium speed" (if not at "stop") whenever the other signal showed red over green "clear medium-speed" or red over yellow "medium-speed warning". When the other signal shows double-red "stop", and its medium-speed overlap has been cleared, the signal in advance will show red over yellow if it is in four aspect territory. In three aspect territory a normal-speed overlap might be used, allowing a yellow over red aspect to replace the red over yellow one. It should be noted that in these cases non-operating semaphores arms are fitted minus motors.

Automatic signals approaching junctions in addition to a "normal speed" three-position or three-colour light unit may have either a two or a three colour unit or position arm for "medium-speed". The former is the case in three-aspect territory.

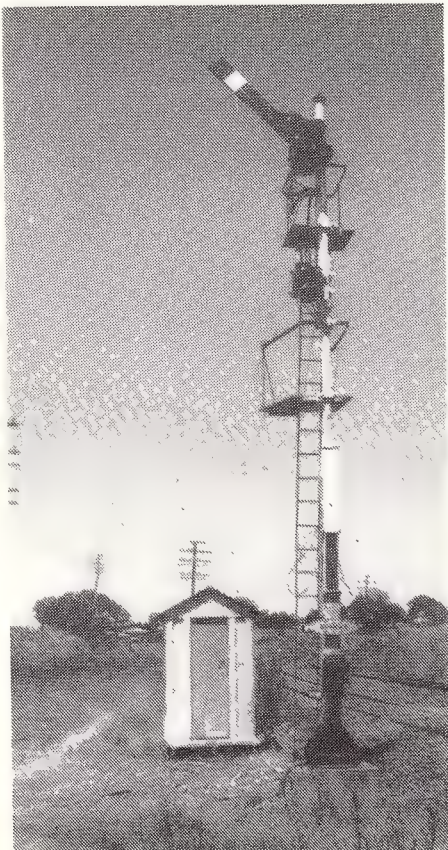
New South Wales

Main line sections not yet converted to the newer "single-light" system and most Sydney

and Newcastle suburban lines use the "two-light" system dating from the 1920s. Upper quadrant signals have the usual one square-ended arm but instead of a marker-light have either a small two-lense lamp unit directly below the main light if electrically lit or if kerosene lit a two-lense spectacle-plate linked by a drive rod to the arm above. As the lights are not staggered the former may have a large cast instruction or a plate indicating "automatic". These and the oldest four-lense ("A" type) colour lights normally only show the following aspects:- double green/"clear", green over red/"caution" and double red/"stop".

The more common five-lense ("B" type) older design colourlight may only display the three aspects above or when warranted four. Then as we approach a "stop" signal we encounter double green "clear", green over yellow "medium" (virtually "reduce to medium-speed", signal within braking distance at "stop"), green over red "caution" and finally double red "stop" (Fig. 2).

Sometimes a fifth aspect, double red over a small green, is used where traffic is dense. A small lamp unit labeled "close-up" and displaying the small green light may be fitted below any type of main line running signal. In the case of "B" type and more modern colourlights a fourth lense can be built into the normally three-lense lower lamp-case to



N.S.W. semi-automatic kerosene lit upper-quad 'Home' signal at Gunning. Note the oval location plate and that signal is being wired for electrical lamps.

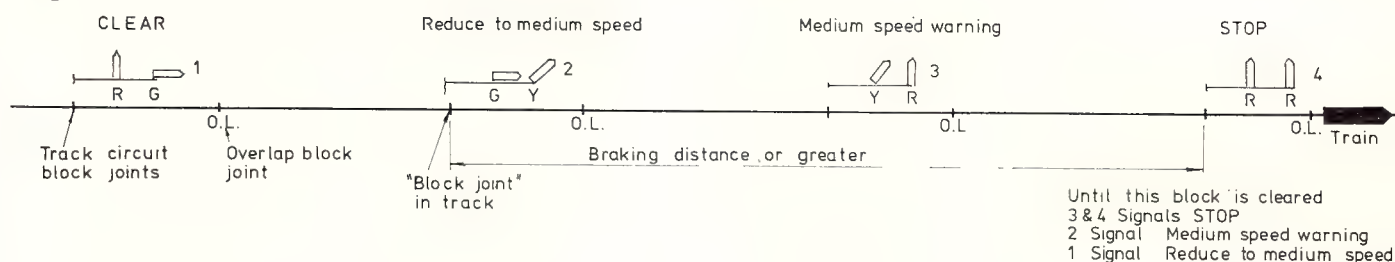


N.S.W. upper-quad 'Distant' (signal) and location (hut) approaching Gunning. Note the green lamp on top of post.

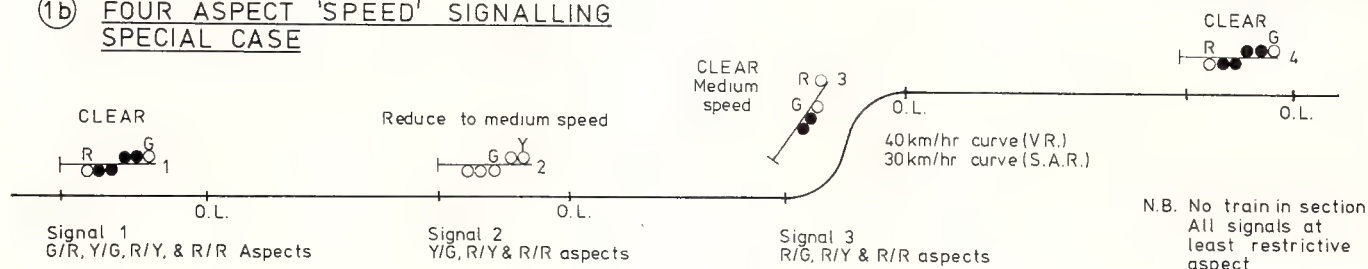


V.R. auto searchlight signal with two lamp units, the signal being positioned at North Melbourne. Note the standard gauge fly-over in the background.

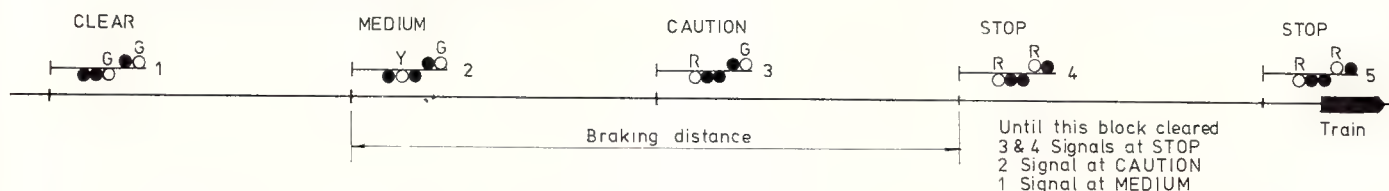
1a FOUR ASPECT 'SPEED' SIGNALLING



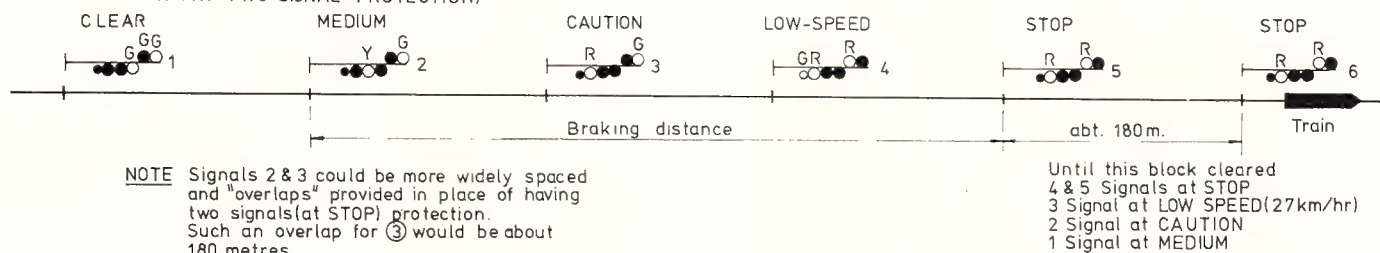
1b FOUR ASPECT 'SPEED' SIGNALLING SPECIAL CASE



2 N.S.W. FOUR ASPECT AUTO SIGNALLING (WITH TWO SIGNAL PROTECTION)



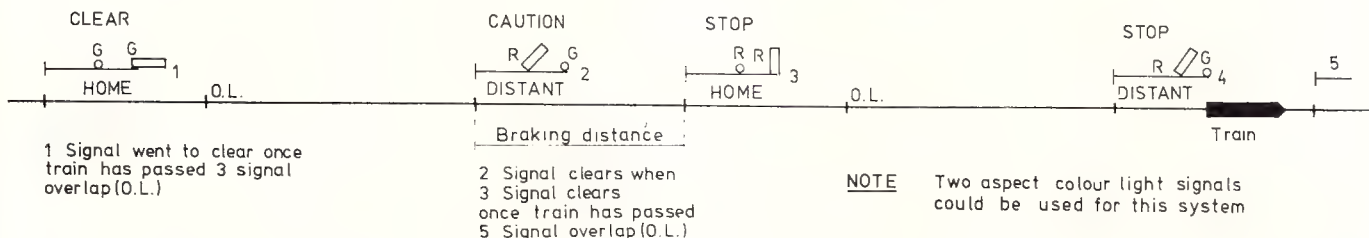
3 N.S.W. FIVE ASPECT AUTO SIGNALLING (WITH TWO SIGNAL PROTECTION)



NOTE Signals 2 & 3 could be more widely spaced and "overlaps" provided in place of having two signals (at STOP) protection. Such an overlap for ③ would be about 180 metres

Until this block cleared 4 & 5 Signals at STOP 3 Signal at LOW SPEED (27 km/hr) 2 Signal at CAUTION 1 Signal at MEDIUM

4



1 Signal went to clear once train has passed 3 signal overlap (O.L.)

2 Signal clears when 3 Signal clears once train has passed 5 Signal overlap (O.L.)

NOTE Two aspect colour light signals could be used for this system

display the small green light of what is then termed a "low-speed" aspect. With the exception of the City Railway where signals are "speed controlled" (not "speed" signals) for modelling purposes both aspects can be treated as the same, "proceed slowly to the next signal which is now at "stop".

On country main lines where signals are widely spaced "two-position" signalling with automatic upper-quadrant "distant" signals (Fig. 4) may be encountered, e.g. south of Picton. A "home" only displays "clear" and "stop" while a "distant" usually displays "clear" and "caution". The "home" is a typical N.S.W. "two-light" auto signal but the "distant" is easily distinguished by having the arm mounted well down the post and a fixed

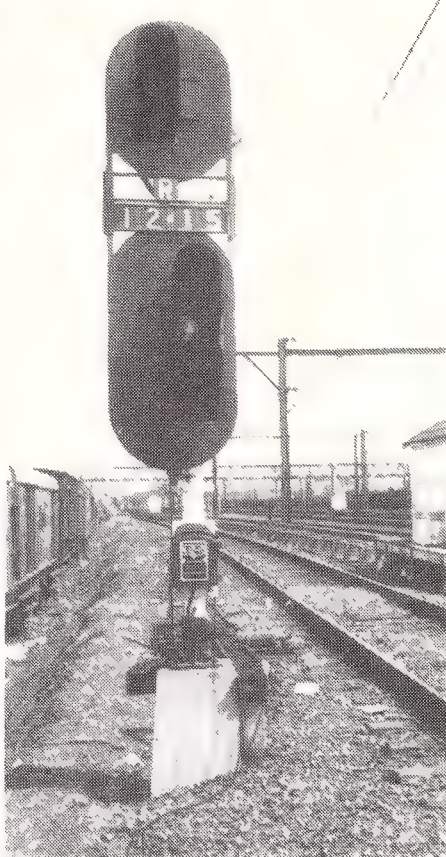
green light well above it. The home's 45° lense would be red and the distant's 0° (stop) lense blank unless it was a special case where the signal did return to "stop". Change the arm on a commercial upper-quadrant (two-position) and it could pass for N.S.W. use.

V.R. two-arm auto upper-quad, lower arm with cranked (auto) spectacle-plate.

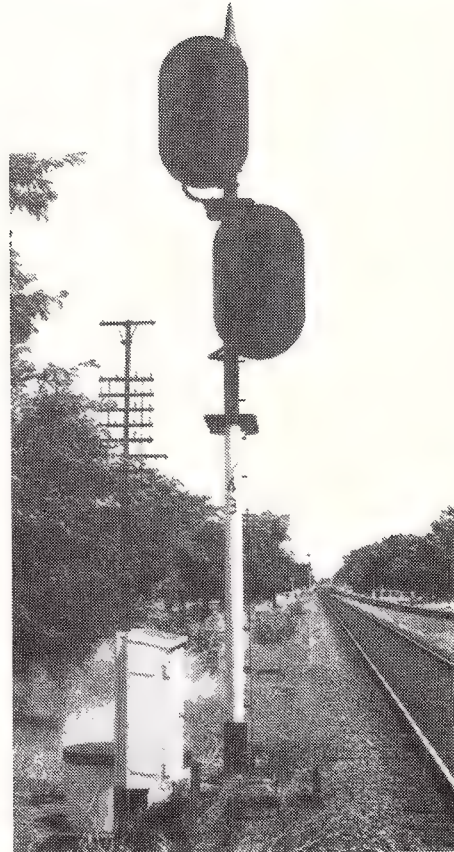




V.R. medium-speed colourlight with fixed red marker-light above main unit at Flemington Racecourse. If it was an auto signal, the lamp units would have been staggered to opposite sides of the post.

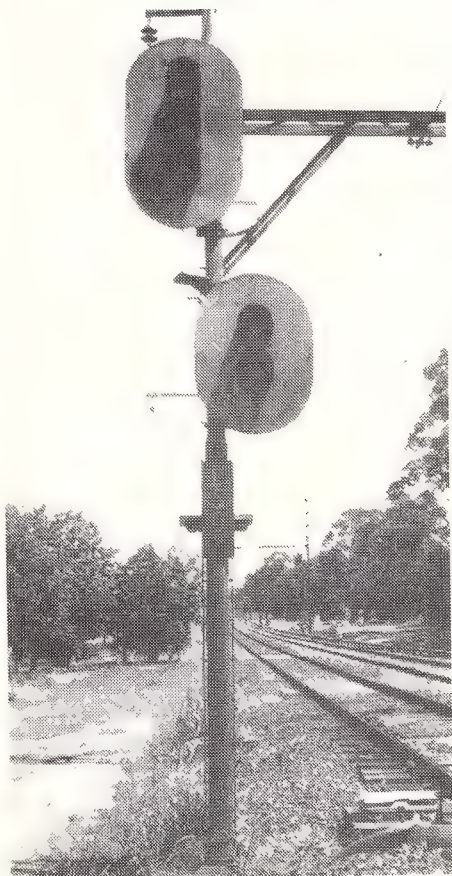


N.S.W. auto 'two-light' 'B' type colourlight with 'low-speed' unit fitted in lower hood.

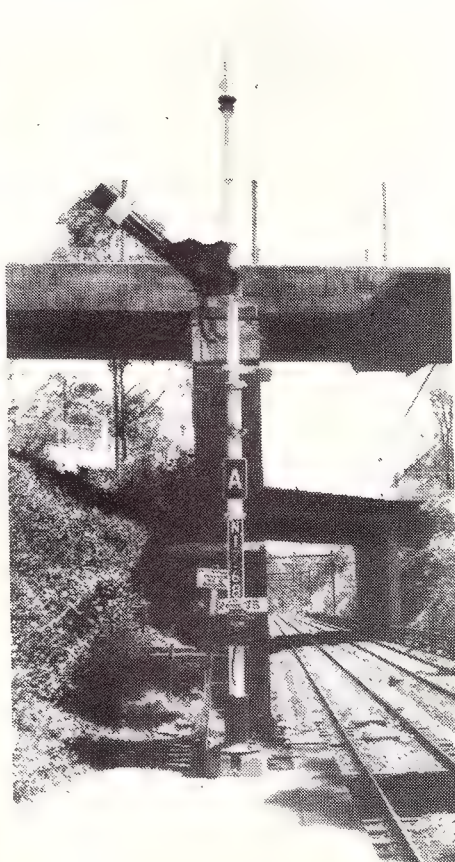


S.A.R. six lense auto colourlight signal approaching Woodville (Junction) on Down line. Phil Curnow photo.

All photographs by the author unless otherwise noted.



V.R. Auto colourlight (1502) approaching Box Hill. Lenses are Green/Yellow/Red and Green/Red giving four aspects.



N.S.W. auto 'two-light' upper-quadrant (N17.68) with 'A' plate at Pennant Hills.

PTC MISCELLANY — 4

Text by Paul Rogers
Research by Ross Willson

N.S.W.G.R. Bogie Goods Brake Vans — Circa 1935

In 1935, the N.S.W.G.R. had 287 bogie goods brake vans on its register. A breakdown of these vehicles into individual classes results in:

BHG: 12 units. Road Nos: 5113, 5118, 5119, 5123, 5127-5130, 5138, 5148, 5151, 5157.

IHG: 41 units. Road Nos: 416, 417, 3119, 3380, 5190-5112, 5114-5117, 5120, 5122, 5124-5126, 5131, 5132, 5134, 5136, 5139-5145, 5149, 5152-5156, 5158, 5291, 10787.

LHG: 159 units. Road Nos: 842, 1041, 2159, 2200, 2378, 5425, 5678, 5723, 5749, 5820, 5832, 5835, 5905, 5924, 6028, 6038, 6040, 6086, 6094, 6188, 6194, 6227, 6279, 6301, 6364, 6377, 6443, 6494, 6498, 6532, 6598, 6719, 6734, 6742, 6783, 6789, 6800, 6855, 6903, 6923, 6931, 6951, 6956, 6969, 6971, 7009, 7021, 7025, 7035, 7041, 7059, 7069, 7078, 7095, 7116, 7118, 7253, 7554, 9266, 20588-20600, 20602-20620, 20622-20630, 20632-20634, 20638-20692.

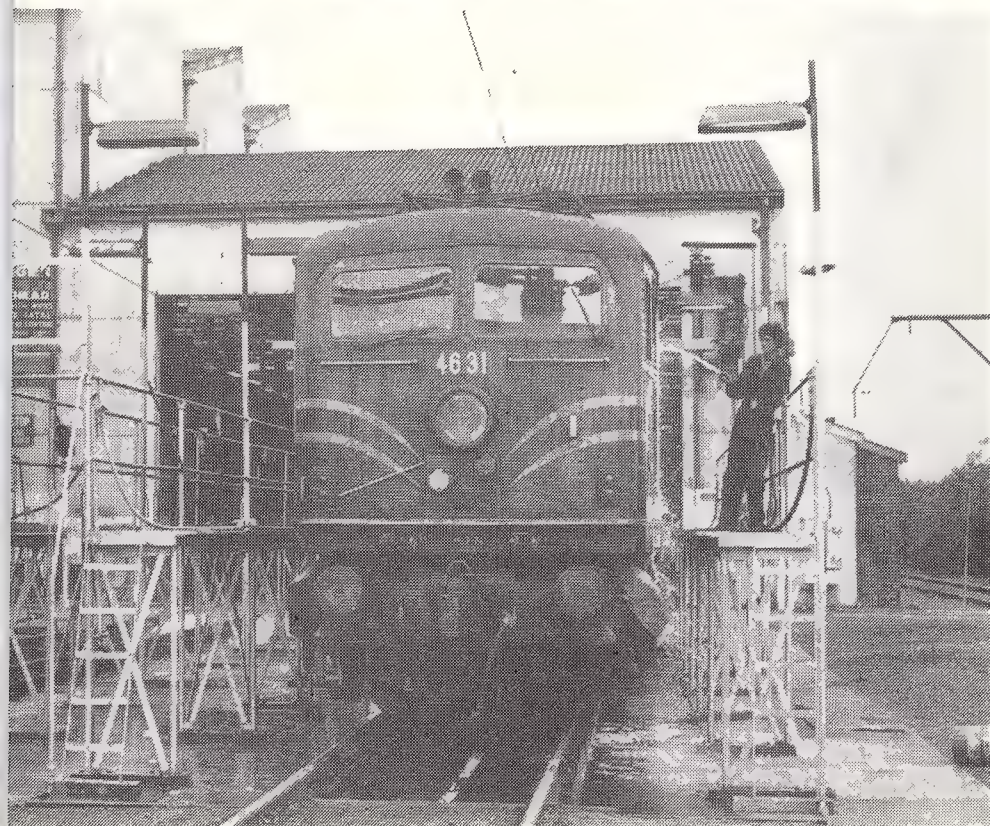
SHG: 75 units. Road Nos: 22539-22613. Today, a solitary SHG van is the representative of these vehicles.

Further Suggested Reading:

1. J. Beckhaus, A. Compton, B. Gallagher and A. Templeman, 'N.S.W.R. "LHG" Guard's Van', A.M.R.M., Vol. 7, No. 4 (July/August 1975); pp. 20-21.
2. M. McCormac, 'Build a "BHG" in Protofour', A.M.R.M., Vol. 7, No. 8 (March/April 1976); pp. 18-20, and A.M.R.M., Vol. 7, No. 9 (May/June 1976); pp. 19-24.

WHY CULL PEOPLE OUT OF YOUR PICTURES?

**PHOTOGRAPHICALLY
SPEAKING
CONDUCTED
by
Leon Oberg**



Take this cleaner out of the scene with his splashing water and intense stance and you are left with a dime-a-dozen (be there with a camera) type shot which would rarely rate a second glance. This action is being played out at Delec depot on February 12, 1976, as unit 4631 is being prepared for dispatch.

If a locomotive is being painted, it is quite obvious one would want to see the painter in the picture. When I arrived on this scene (Chullora shops, November 22, 1976), I really wanted to photograph this clean unit but everything was against me. The light was high and too head-on and the painter was working in the shadows of No. 2 end. After deciding the required angle, I asked the painter could he move to the front for a moment, and this was the result! (I had to carry the step ladder though!).



Ever been part of an enthusiast-tour photo-line and taken part in that interestingly undignified cry of 'Hey', 'Hey', 'Get out the way ya Mug' (& similar obscenities) at some poor unfortunate slower enthusiast who happens to rest (and of course sometimes set-up) right in front of everyone's camera line of fire?

The same cries have even extended to normal rail-side and depot photographing situations. We find enthusiast photographers waiting until a workman ambles out of the road — or we actually find photographers take up another location because fettlers are working in (ruining!!) a more rural setting.

This is of course the amateur approach. Generally, by placing a figure or group of figures naturally working in most railway scenes, pictures can actually be enhanced! The Yanks have long been strategically placing their girl-friends or children in line-side pictures and ask them to wave at the crew of the locomotive. This is calculated to receive a similar wave from the cab. And it can occasionally be done here in Australia too!

In locomotive depots, staff fueling diesels, sanding or oiling them, directing, climbing-on, cleaning, or even sitting in the cab window (but NOT looking at the camera) will usually add that much extra to an otherwise very dull picture. It will make a picture that otherwise most viewers would hardly give a second glance.

While I will fully agree that we don't want enthusiasts with cameras indiscriminately standing in the road of organised photo-lines during fan excursion trips, don't be frightened to actually shoot the antics of such a line with a train performing in the background. Such pictures can come off very well indeed, particularly at the more mundane photo-stop locations. Then there are the photographs taken in stations. Imagine trying to take a picture at suburban Chatswood, or Redfern — or a host of other places and trying to rid the scene of people. The sensible time to take these pictures is of course right in the midst of peak hour when the crowds really throng and swirl. If the photographer has selected a high elevation, it is surprising how little vehicle detail is lost as a result.

Another approach is the use of a 'caddy', a fellow you can rely on to play the part in any situation, whether it be loco driver, fitter, cleaner or whatever. In other words, a person you can place in a picture scene when a figure is a MUST. My caddy (and I am occasionally someone else's caddy) appears as a driver at BHP Whyalla, has passed as a fitter in Dynon loco, Melbourne, has been a cleaner in Bathurst depot and acted as a fuelman in Mile End. (Anyone looking hard at the results would, I suppose, say that this man was certainly a well travelled rail worker — one that gets around!) But I say this to fully illustrate the lengths one must go to for reasonable photographs.

Look at the accompanying photographs in this small article and in your mind remove the figures. Notice how dead looking the scene can become. I would call the non-steam pictures almost useless without the men present, pictures (in most cases) not worth printing for general exhibition.

All photos by Leon Oberg.

AND, ON ANOTHER LINE

Keep those letters rolling in as this column will attempt to answer all queries from genuine readers, big or small. We will even discuss methods, new film or equipment and urge readers who feel that they have done something unusually well (say-up-rated HP5 to 3200asa or higher without grain) to tell us all how they did it — and in illustrations.

We can also use illustrations of a more general railway scene in this column, and while we may not be in a position to use them immediately, will keep them on file and use with relevant articles.

I don't particularly want to do ALL the work in bringing to you this article every issue. It will be more fun for everyone if you all take a part-afterall, practically every enthusiast has at some time taken pictures to assist them in their modelling hobby — whether it be to provide detail, or paint scheme — or for any host of reasons. And from experience, not only with railway enthusiasts, but camera buffs in general, most are having some difficulty at least in some area, even in association with their dark room technique. Anyway, over to you.

And now for a line from the Editor....

As noted in a previous issue we occasionally have trouble with tone quality when reproducing photographs. Whilst the Editorial crew take every precaution we can still suffer from a loss of the greyer tones or of the dark tones during the printing process over which we have no control.

A photo that we decide to use has to go through a 'screening' or 'bromiding' process to prepare it for publication. The platemaker photographs your photo through a screen which has 80 or 100 dots per square inch. By adjusting his controls he can vary the size of the dots which then helps to control the amount of printing ink placed upon the page of the magazine.

It is quite possible for grain and other fine detail in the original photo to almost completely disappear in the resulting print. Certainly it is possible to get better photo reproduction however it costs considerably more and the reader will have to pay for it in the long run.

Above

Placing people in pictures can be very rewarding. Imagine how much drier this scene at Lithgow depot would be without the shed driver (at left) going about his fuel-point duties. For added interest, a 135mm medium tele lens was used to bring the background up slightly. The picture was shot on March 2, 1974.

Centre:

Whenever locomotives are coupling-up, it is natural that railway-men will be on the scene. So why not incorporate them into the picture! Cut this assistant engine (4714) fireman out of the scene and it will become obvious how dead the picture would be. This picture was taken at Bathurst in March 1975 as 4714 was coupling-up to 4715 prior to giving assistance up the nearby and heavy 1 in 50 Raglan bank.

Lower:

Milling enthusiasts add considerable interest to this otherwise average picture as N.S.W.G.R. Pacific, 3830 takes water at Summit Tank after working an excursion tour up the 1 in 30 from Undanderra in May 1962. Even when the picture was taken, viewers eye instantly went to the people in the foreground. It still does! It is situations like this which allows maximum use of enthusiasts' presence in picture-taking situations.



MENANGLE 'd

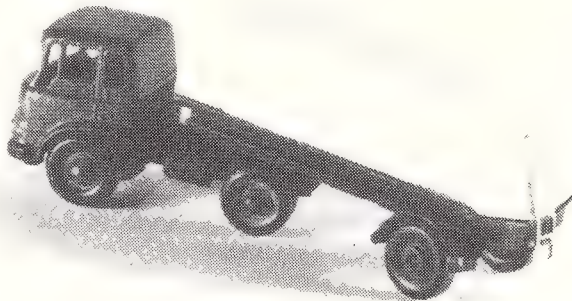
MATCHBOX MODELS

Max Burke relates the customising of some common model vehicles.

Being a newcomer to a group of Sydney "Mates" known as Model Workshops, owners of the Menangle layout, I decided that my contribution would be road vehicles and other oddities. Matchbox models in the 1-75 series were used. They are approximately 00 scale and represent vehicles built during the 1957 to 1970 period.

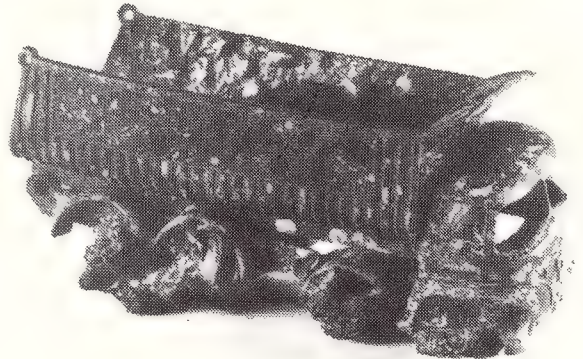
Whilst these models may not match the detail of a Viking vehicle they are different and can be made to represent local patterns or practices. I have not ventured into passenger vehicles; perhaps another reader may be able to offer some suggestions.

Vehicle No. 1 represents a mobile air compressor similar to a Broomwade or Ingersol Rand type. It is the sort that was in use when noise was noise. This vehicle was made from a No. 28 model, a Bedford Compressor truck and construction was straightforward. The cab was removed and the resulting hole was plugged with an epoxy filler. The pivoting towbar was made from .005 thou. brass shim and suitable wheels were added. The model can be painted yellow or dark green and with the addition of a number of workmen, drums, rubble etc. a traffic diversion or road block can be modelled.

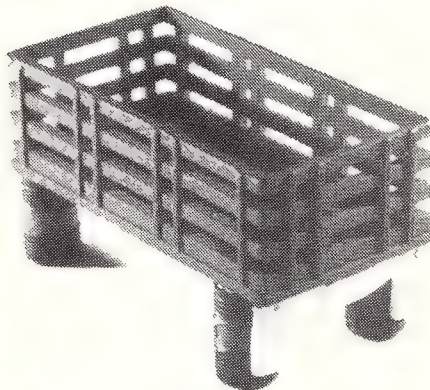


Vehicle No. 2 is a tanker trailer made from a No. 3 model, a Bedford tipper truck, and a No. 32 model, an 8 wheel Leyland petrol tanker. No. 3 became the prime mover so the tipper was removed, the chassis was shortened and the wheels were relocated. The cab and all wheels, except the rear set, was removed from No. 32. The area under the tank was cleaned up and a pivot, ladder etc. was added. This model can be repainted to suit the liquid to be carried.

Vehicle No. 4 is a model of a removable stock float; the type that is often found down on the farm. The stake tray from a No. 4 model was removed. It was painted a dirty brown and the flaps, lights and tailgate area was detailed. A 44 gallon drum was then glued to each corner. This model could be placed in a driveway, yard or paddock.

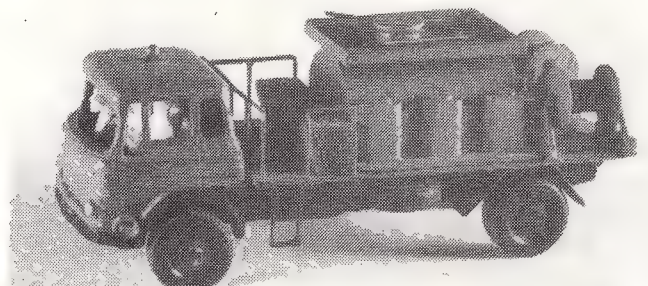
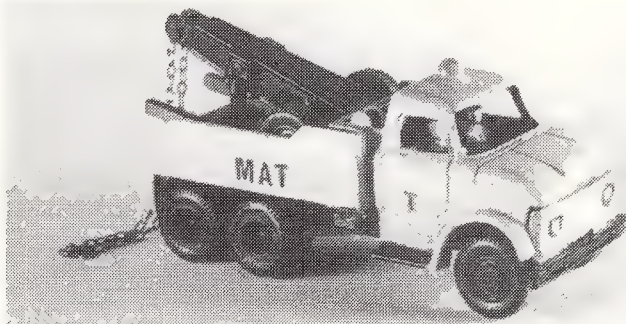


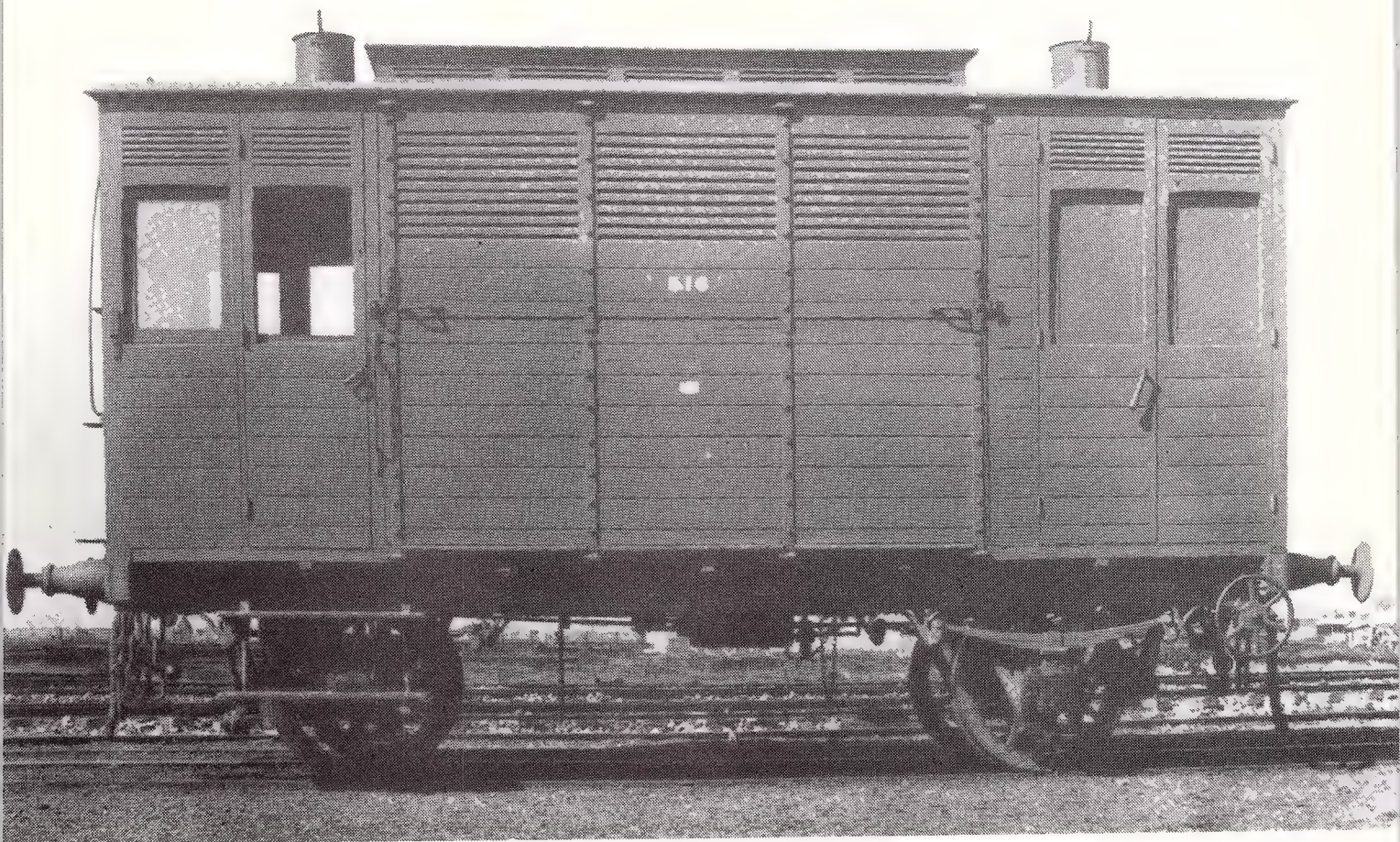
Vehicle No. 3 just happened. While strolling through the park one day in the merry month of May there, in a clump of charred grass, was a young lad's lost model No. 17, a Foden 8 wheel tipper. This model looks fine down the side of a hill or against a large tree. A broken fence and other scattered debris would add realism to the accident scene.



Vehicle No. 5 was rebuilt from a No. 17 model, a Ford heavy wreck truck. The rear wheels were removed and replaced with dual wheels from a Matchbox Major Cooper Jarret Trailer. The plastic hook was removed and replaced with a fine chain from Slaters. Two 6" square poles and two wheels were placed either side of the jib. A driver and an assistant was added and the vehicle was repainted in a local towing firm's colour scheme.

Vehicle No. 6 is a local Volunteer Bushfire Brigade tanker made from a No. 25 model, a BP tanker in 1/85th scale. The tank and rear wheels were removed and the chassis was extended. A set of dual rear wheels, a new table top and a water tank was fitted. Tool boxes, knapsacks, hoses, rakes, shovels, crew members and other details were then added. This vehicle can be painted in green, red, yellow or orange and lettered according to which organisation it belongs.





SKG 516 N.S.W.G.R. photo.

HORSE BOXES OF THE N.S.W.G.R. 2: MKG/KG & SKG/KG VEHICLES

- Compiled by Paul Rogers
- Research conducted by Don Estell, Paul Rogers and Keith Seckold.
- Plans by Adrian Compton

MKG/KG Type Vehicles

Deficiencies inherent in the original design of horse box led to the commissioning between October 1879 and October 1887 of 76 vehicles built to a new layout. Fifty-seven of these boxes were drafted to Great Southern and Western Railway service, while the remainder were placed in traffic on the Newcastle-based network. As mentioned previously, 13 G.S. & W.R. units saw service on the G.N.R. during the 1886/87 - 1889 era, but retained their Southern and Western road numbers. Three of these cars were from the 74 - 93 group and 10, from the 94 - 108 batch.

'DKG' type horse box no. 19 was rebuilt to the new design during October 1879, and is believed to have been intended as the forerunner of many like conversions; car 12 is also thought to have been treated in the same way. Although no other rebuildings of this nature can be cited, some apparently did occur. The N.S.W.G.R. General Appendix for 1910 lists 94 MKG type cars in existence - yet only 77 boxes of this class can be accurately

identified at any time in the design's career.

The consolidation of the rolling stock fleet during 1889 saw cars 26N - 44N inclusive renumbered as 134 - 152, respectively, the serial numbers for the boxes used on the parent system being unchanged. The 1892 reclassification saw the vehicles identified as 'KG - old type - with jockey compartment', as demonstrated by the plans which accompany this article. The classification of MKG appears to date from the early 1900s. In operation, these boxes tared between 6 tons 6 cwt and 7 tons 9 cwt, an average of 6 tons 16 cwt being given for traffic purposes. Capacity of each vehicle was 3 horses and 5 people.

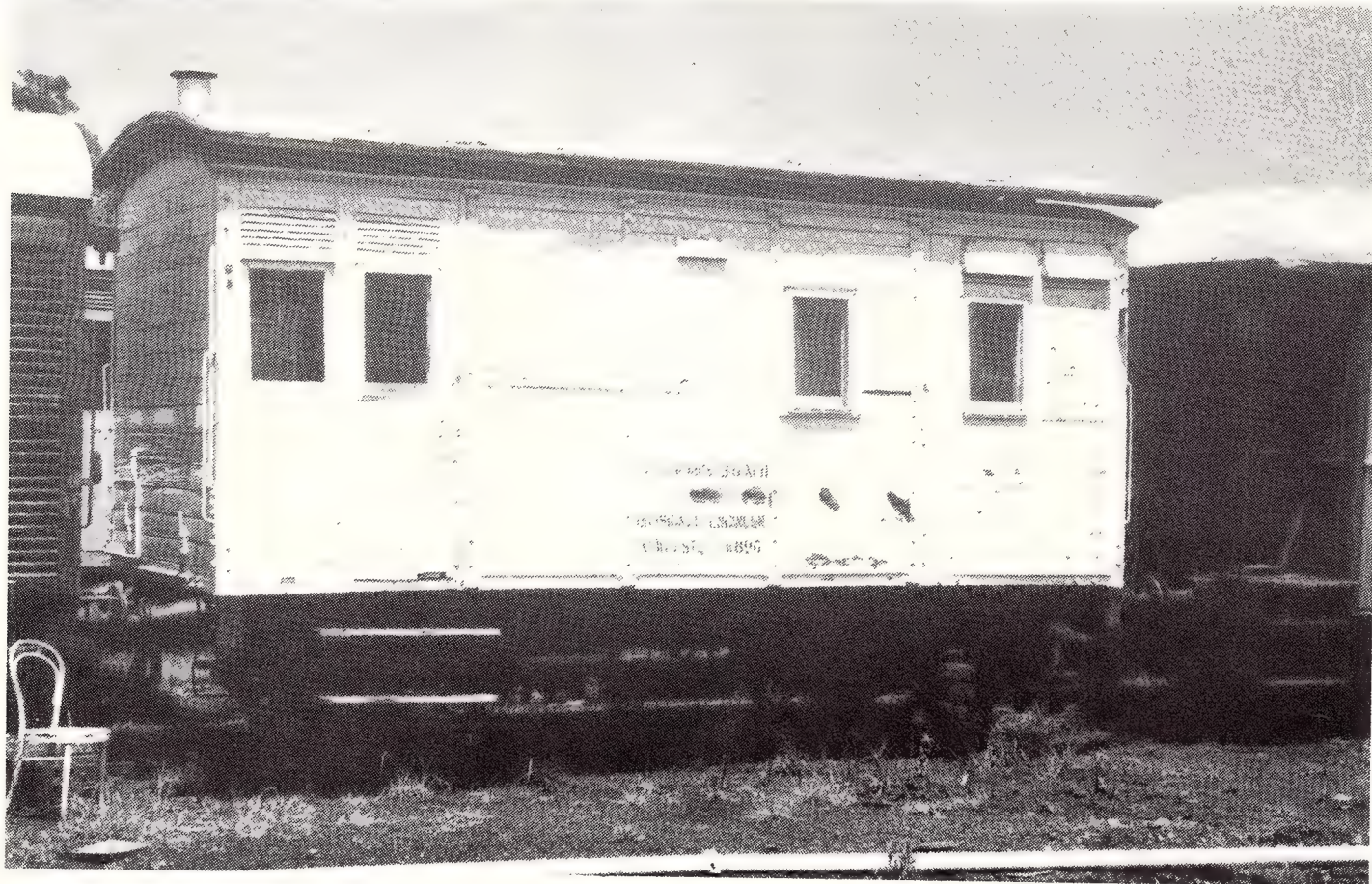
The MKG vehicles were initially pooled with the older cars, but as journeys became longer, they would have been allocated to the appropriate services owing to their accommodation for jockeys, grooms and attendants. Their use would have declined considerably following the appearance of the final SKG boxes around 1910. The initial scrapping of an MKG type van concerned car 148 (formerly 40N), which was destroyed in the Bathurst Accident on 25 April 1890. This

vehicle, and car 139 (ex 31N), were among the horse boxes replaced by the 25 SKG units of 1891 construction. Some MKG type vehicles also disappeared during the 1890s. At least one MKG is known to have survived as departmental stock for some time after its withdrawal from revenue service.

Car 54 (as no. 570) was written off in February 1895, and replaced by (2nd). 570 ex Duplicate Stock 7A.

SKG/KG Type Vehicles

Between August 1891 and October 1891, 25 new horse boxes, known as 'KG type with jockey and forage compartments', came into being as direct replacements for 23 'DKG' and 2 'MKG' units. These cars had iron underframes (possibly with timber headstocks) and 'short length' clerestory roofs - as shown in the photograph of car 516. Later known as the SKG series, these horse boxes were originally given road numbers 153-177 inclusive, thus continuing the series in which the 'DKG' and 'MKG' types appeared. Their 1892 numbers are given in Table 8.



W896 (ex SKG). Photo by Damien McKay.

The vehicle is lettered

WAY & WORKS BRANCH
DIVISIONAL ENGINEER
NEWCASTLE W896.

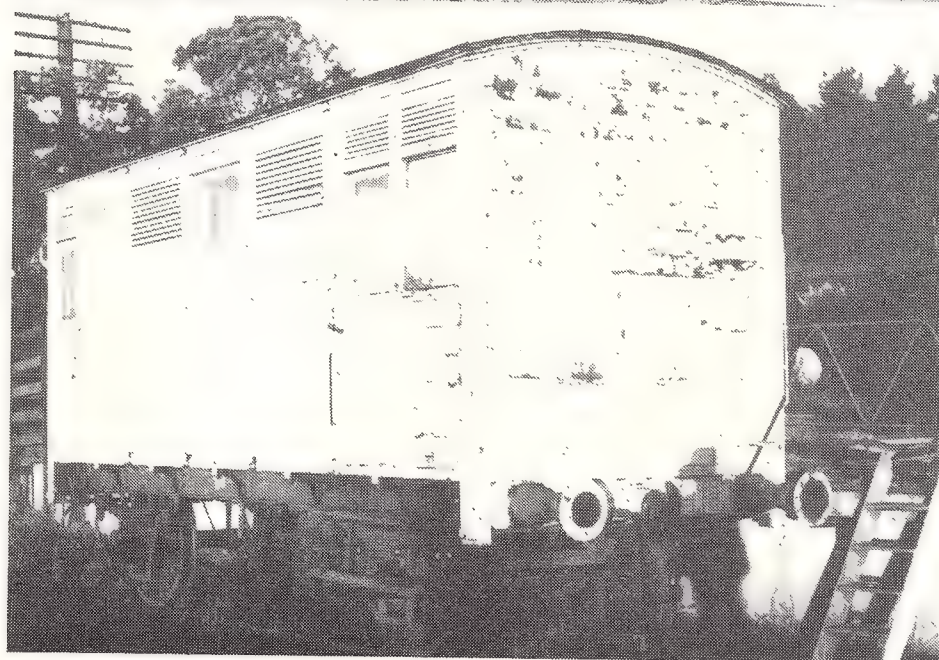
That seat completes the scene.

Thirty-seven additional 'SKG' cars, with steel underframes and 'full length' clerestory roofs, appeared in traffic between 1898 and 1910. The 62 cars carrying this code were pooled together for general service and became, in effect, the standard four-wheeled N.S.W.G.R. horse box design of the twentieth century. The average tare of the SKG van was rated at 10 tons, while load rating was set at 11 tons with 3 horses. Accommodation for 5 passengers was also provided.

In later years, some cars received electric lighting systems and consequently lost their clerestory roofs in favour of the elliptical variety. Disposal of the SKG vans mainly took place during the 1930s, although some survived until the post-Second World War era. Many went to service stock duties, either in complete form or by use of their underframes; while SKG.761 was used as the basis for Education Van EV.9170 during 1942.

Difficulties arise in determining the exact identity of certain service stock items which are known to have their ancestry in SKG horse boxes — in one case, 6 underframes vie for the title! One particular mystery is that of W.896, recently acquired by the Hunter Valley Steam Railway and Museum for preservation. Although no correlation with an SKG vehicle can be drawn from known records, the writer believes that W.896 may be SKG.543, which was written off the register in 1962 as being 'lost'. It seems strange, otherwise, that a solitary SKG car would remain in traffic for such a long time after 1947.

Readers who wander around New South



Howard Armstrong found this horsebox
convert at Bundanoon in May 1965.

TABLE 5 — MKG Horse Boxes *

Year Built	Builder	Car Numbers
1879	N.S.W.G.R., Sydney	19 (rebuilt from 'DKG' type).
1879	R.A. Ritchie, Sydney	52 - 53
1880	R.A. Ritchie, Sydney	54 - 63
1881	R.A. Ritchie, Sydney	64, 26N - 30N
1884	R.A. Ritchie, Sydney	31N - 34N
1885	R.A. Ritchie, Sydney	35N - 44N
1885	Hudson Brothers, Sydney	65 - 73
1886	Hudson Brothers, Sydney	74 - 93
1887	Hudson Brothers, Sydney	94 - 108

* For the purposes of this table, identification for all vans in series shown as MKG type. This coding was only applied to those boxes which survived until the early 1900s.

TABLE 7 — SKG Horse Boxes

Year Built	Builder	Car Numbers *
1891	Morrison, Strathfield	153/585, 154/698, 155/517, 156/514, 157/524, 158/817, 159/520, 160/859, 161/764, 162/824, 163/639, 164/513, 165/525, 166/521, 167/516, 168/519, 169/821, 170/522, 171/526, 172/801, 173/518, 174/580, 175/713, 176/515, 176/515, 177/523.
1898	Eveleigh Car W/S	567.
1899	Eveleigh Car W/S	534, 553, 606, 758, 818, 831, 867.
1900	Eveleigh Car W/S	613.
1902	Ritchie Bros., Auburn	1094 - 1103.
1906	Eveleigh Car W/S	737.
1909	Eveleigh Car W/S	1409 - 1412
1910	Eveleigh Car W/S	530, 543, 551, 563, 576; 676, 700, 733, 761, 869, 1510 - 1512.

* Second number for 1891-built stock is serial assigned to the vehicle at the time of general vehicle reclassification in 1892.

TABLE 8 — SERVICE HISTORY: SKG Horse Boxes

N.B. Code 'KG' in use until circa 1908/09

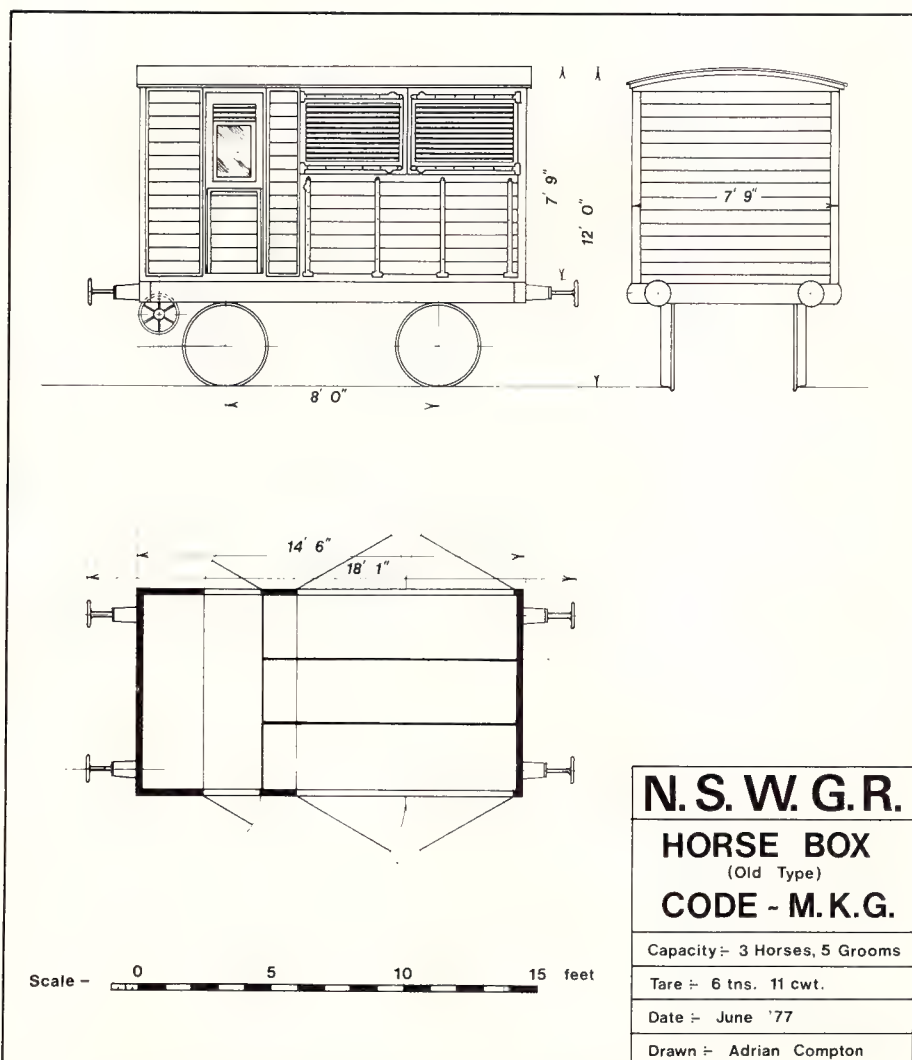
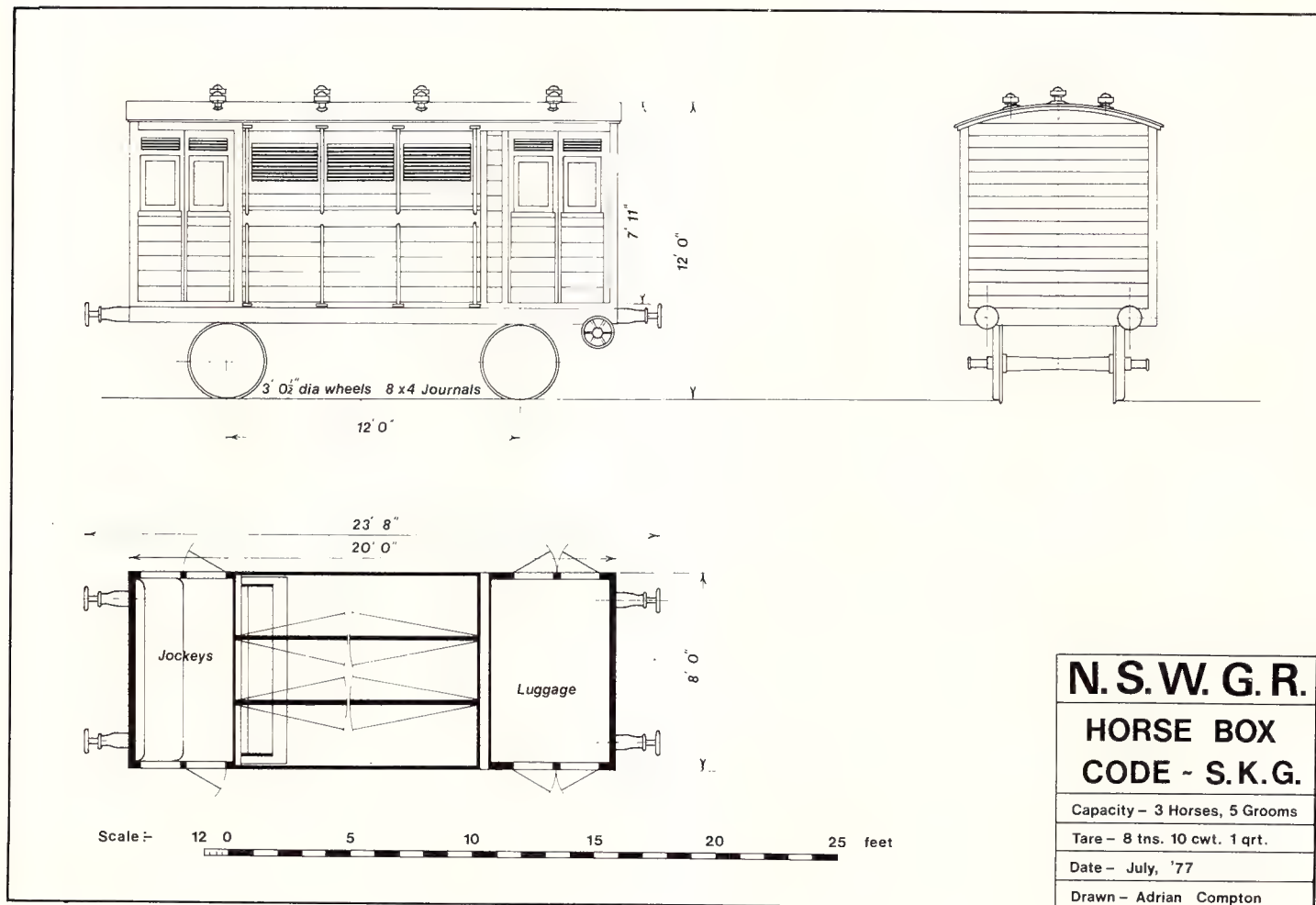
Car No.	Period of Service	Car No.	Period of Service
513 (ex 164)	1891 — 1932	733	1910 — 1943
514 (ex 156)	1891 — 1941	737	1906 — 1930
515 (ex 176)	1891 — 1933	758	1899 — 1940
516 (ex 167)	1891 — 1939	761	1910 — c.1940
517 (ex 155)	1891 — 1933	764 (ex 161)	1891 — 1932
518 (ex 173)	1891 — 1941	801 (ex 172)	1891 — 1925
519 (ex 168)	1891 — 1932	817 (ex 158)	1891 — 1941
520 (ex 159)	1891 — 1939	818	1899 — 1933
521 (ex 166)	1891 — 1942	821 (ex 169)	1891 — 1932
522 (ex 170)	1891 — 1932	824 (ex 162)	1891 — 1933
523 (ex 177)	1891 — 1932	831	1899 — 1932/33
524 (ex 157)	1891 — 1933	859 (ex 160)	1891 — 1932
525 (ex 165)	1891 — 1932	867	1899 — 1941
526 (ex 171)	1891 — 1923	869	1910 — 1932
530	1910 — 1932	1094	1902 — 1932
534	1899 — 1933	1095	1902 — 1946
543	1910 — 1962	1096	1902 — 1941
551	1910 — 1947	1097	1902 — 1940
553	1899 — 1947	1098	1902 — 1932
563	1910 — 1932	1099	1902 — 1942
567	1898 — 1943	1100	1902 — 1941
576	1910 — 1932	1101	1902 — 1930
580 (ex 174)	1891 — 1933	1102	1902 — 1933
585 (ex 153)	1891 — 1933	1103	1902 — 1941
606	1899 — 1932	1409	1909 — 1947
613	1900 — 1930	1410	1909 — 1947
639 (ex 163)	1891 — 1939	1411	1909 — 1933
676	1910 — 1932	1412	1909 — 1932
698 (ex 154)	1891 — 1942	1510	1910 — 1932
700	1910 — 1947	1511	1910 — 1943
713 (ex 175)	1891 — 1930	1512	1910 — 1943

TABLE 6 — SERVICE HISTORY: MKG Horse Boxes

Original No.	1892 No.	Period of Service	Final Code
19	569	1879 (a) — 1920	MKG
52	803	1879 — 1829	MKG
53	638	1879 — 1920	MKG
54	570	1880 — 1895	KG
55	695	1880 — 1913	MKG
56	748	1880 — 1920	MKG
57	571	1880 — 1914	MKG
58	573	1880 — 1912	MKG
59	572	1880 — 1913	MKG
60	535	1880 — 1913	MKG
61	876	1880 — 1933	MKG
62	565	1880 — 1923	MKG
63	549	1880 — 1913 (or 1919)	MKG
64	898	1881 — 1913	MKG
65	766	1885 — 1914	MKG
66	800	1885 — 1925 (or 1926)	MKG
67	577	1885 — 1918	MKG
68	575	1885 — 1918	MKG
69	687	1885 — 1930	MKG
70	763	1885 — 1913	MKG
71	664	1885 — 1930	MKG
72	874	1885 — 1918	MKG
73	735	1885 — 1930	MKG
74	560	1886 — 1927	MKG
75	660	1886 — 1914	MKG
76	756	1886 — 1929	MKG
77	557	1886 — 1931	MKG
78	677	1886 — 1913	MKG
79	562	1886 — 1913	MKG
80	536	1886 — 1913	MKG
81	736	1886 — 1933	MKG
82	701	1886 — 1913	MKG
83	636	1886 — 1913	MKG
84	899	1886 — 1930	MKG
85	704	1886 — 1931	MKG
86	734	1886 — 1929	MKG
87	542	1886 — 1929	MKG
88	877	1886 — 1913	MKG
89	539	1886 — 1929	MKG
90	714	1886 — 1918	MKG
91	538	1886 — 1915	MKG
92	743	1886 — 1917	MKG
93	807	1886 — 1913	MKG
94	574	1887 — 1932	MKG
95	626	1887 — 1918	MKG
96	527	1887 — 1913	MKG
97	533	1887 — 1933	MKG
98	663	1887 — 1925	MKG
99	820	1887 — 1929 (?)	MKG
100	757	1887 — 1913	MKG
101	690	1887 — 1915	MKG
102	716	1887 — 1923	MKG
103	702	1887 — 1913	MKG
104	879	1887 — 1925	MKG
105	880	1887 — 1914	MKG
106	697	1887 — 1932	MKG
107	541	1887 — 1924	MKG
108	624	1887 — 1914	MKG

Original No.	1889 No.	1892 No.	Period of Service	Final Code
26N	134	564	1881 — 1913	MKG
27N	135	629	1881 — 1912	MKG
28N	136	531	1881 — 1914	MKG
29N	137	715	1881 — 1920	MKG
30N	138	566	1881 — 1914	MKG
31N	139	—	1884 — 1891	—
32N	140	723	1884 — 1914	MKG
33N	141	559	1884 — 1927	MKG
34N	142	568	1884 — 1931	MKG
35N	143	703	1885 — 1926	MKG
36N	144	561	1885 — 1925	MKG
37N	145	540	1885 — 1928	MKG
38N	146	640	1885 — 1910	MKG
39N	147	637	1885 — 1926	MKG
40N	148	—	1885 — 1890	—
41N	149	582	1885 — 1912	MKG
42N	150	532	1885 — 1918	MKG
43N	151	558	1885 — 1929	MKG
44N	152	545	1885 — 1913	MKG

(a). Rebuilt from 'DKG' type horse box no. 19 which was originally commissioned in 12/1861.



Wales are likely to come across ex-SKG boxes in service stock roles. There are at least 8 examples extant.

Livery

The original finish applied to the DKG, MKG and SKG classes of horse boxes was that of a varnished exterior, the vehicles being constructed from either teak or cedar. In later years, standard N.S.W.G.R tuscan red livery appeared.

Drawgear

Drawhooks, link couplings and side chains formed the original coupling system, screw drawgear being instituted on all coaching stock following the Haslem's Creek derailment during 1858. Side buffers were, therefore, a mandatory part of the vehicles. No four-wheeled horse box appears to have been fitted with automatic couplers during its revenue-earning period, although some former SKG boxes now employed as service stock may be so equipped.

(to be concluded)

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers

SCR Publications.

MODELLING A WHEAT SILO

Article and photos by Dean Jackson

Plans by Geoff Pearson.

Climate and soil conditions meant that the nineteenth century colony of South Australia developed as a major wheat supplier to Britain and other parts of the world. Most of South Australia's railways were built to convey wheat from the farming areas to the ports. It is not surprising then to find that many country towns have a row of silos dominating their skylines since the introduction of bulk handling of wheat.

This is how I built the silos for the S.A.R.M.A. Club layout. It was built hastily with a lot of midnight oil being burnt. A very short deadline meant that some items had to be left off. I am confident that, given more time, a better and more accurate model could be built.

The prototype for this three cell silo was the Roseworthy centre bank, before it was extended to five cells. It was built in 1961, and the two cell extension was added in 1970.

The block in its present form consists of five main cells, each of which has a capacity of 2,100 tonnes of wheat. There is an outloading cell, which has a capacity of 30 tonnes, and the grain is received over the two receival hoppers, each with a capacity of 25 tonnes. The intake and outloading rate for the block is 120 t.p.h. The dimensions of each cell are 10.5m dia. by 29m high.

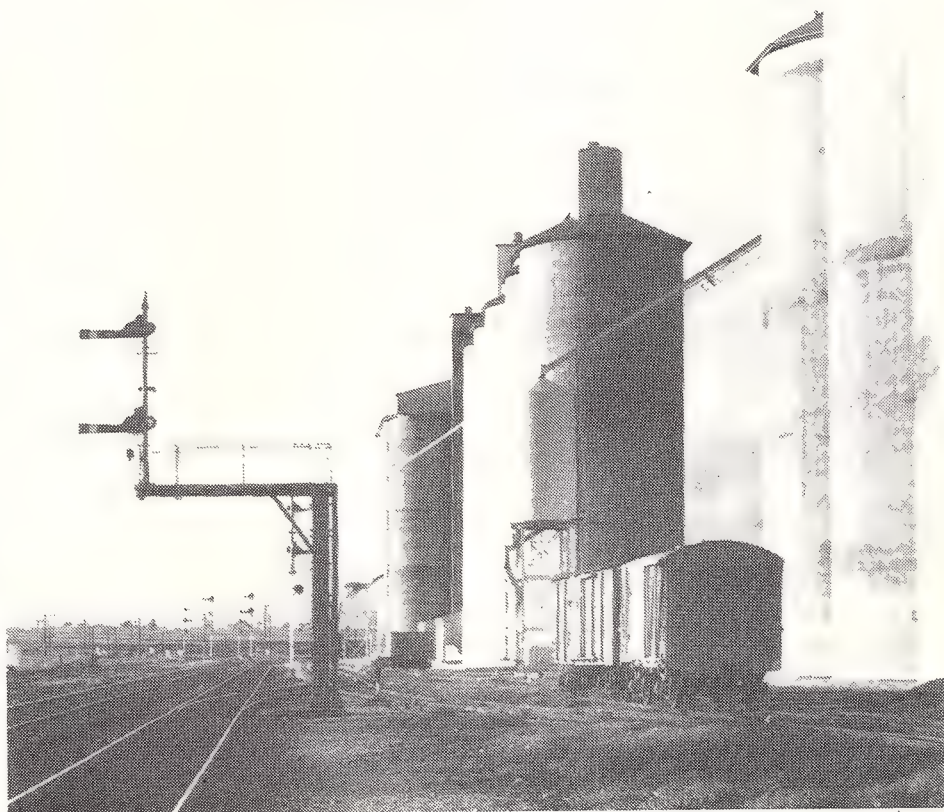
Photos of a variety of silos, including the Roseworthy ones, have been included with this article. You will notice that some of these are different to the one being described.

I made my silos from 50mm PVC water pipe. Mine was a fortunate leftover from a plumbing job. If you have access to a lathe then all is well. If not save up pennies, or find someone who can spend ten minutes to cut the piping into three lengths, each 300mm long. It is important to get the lengths equal now as it shows up later to within a millimetre.

Put the pipes to one side for the time being and proceed to construct the Elevator Tower. I made mine out of 0.75mm styrene sheet (0.030"). If you don't use this medium carefully, a tall structure will warp or twist. I put strengthening pieces of styrene in at three locations.

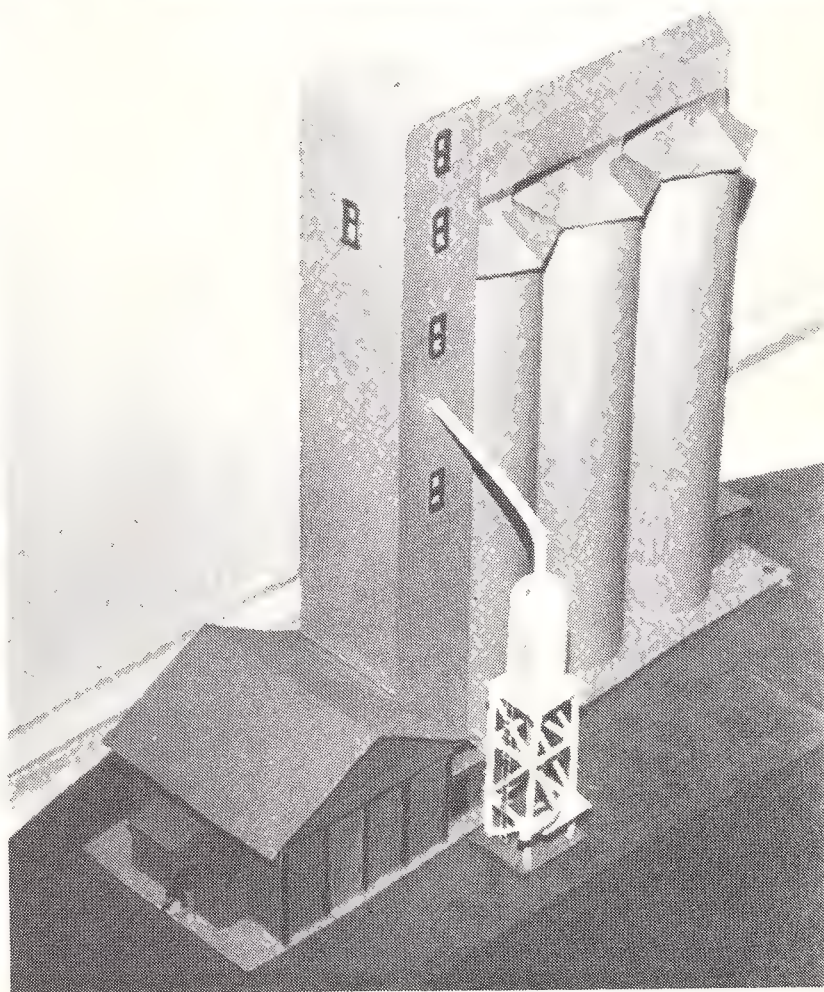
Construct it as a rectangular box. Cut the windows and doorways out and construct window frames before assembly. The tower will need internal bracing. Cut out four square pieces of styrene to closely fit the internal dimensions. Glue them into place at about one quarter intervals up the tower, with one piece right on the top. Don't put them where they can be seen through a window.

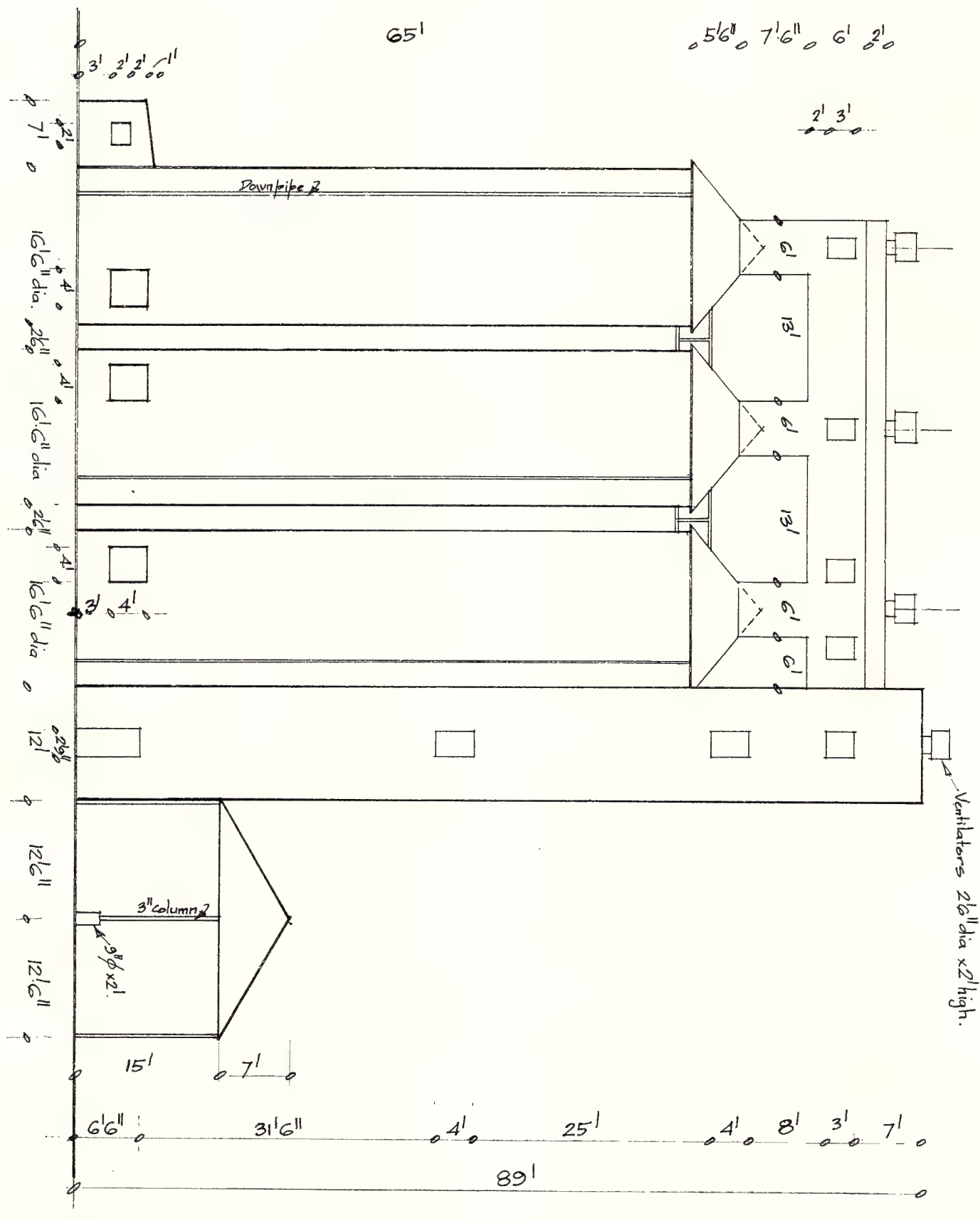
You can make the base now, big enough to hold the whole structure together as one unit. I recommend Masonite as styrene does not give enough support unless it is very thick. Give some thought now to how and where you are going to bolt it to your layout baseboard. Decide now also whether you will model the discharge shed with its doors open, showing the discharge grill work in the floor, or closed. If open, cut squares out of the



Above Roseworthy silos in 1975. The three white cells in the centre bank were the ones modelled. The interlocking signal protects the junction where the Kapunda line branches from the main and leads away to the right. The main line continues straight for a while before veering left on its way to Hamley Bridge. Once, this was the main route to Terowie, for the first of three gauge changes passengers from Adelaide had to endure en route to Perth.

Below The Roseworthy silos ready for installation on the S.A.R.M.A. layout. It can be seen that a three cell silo would be an impressive lineside industry, yet not so big that it would overpower the rest of the layout.



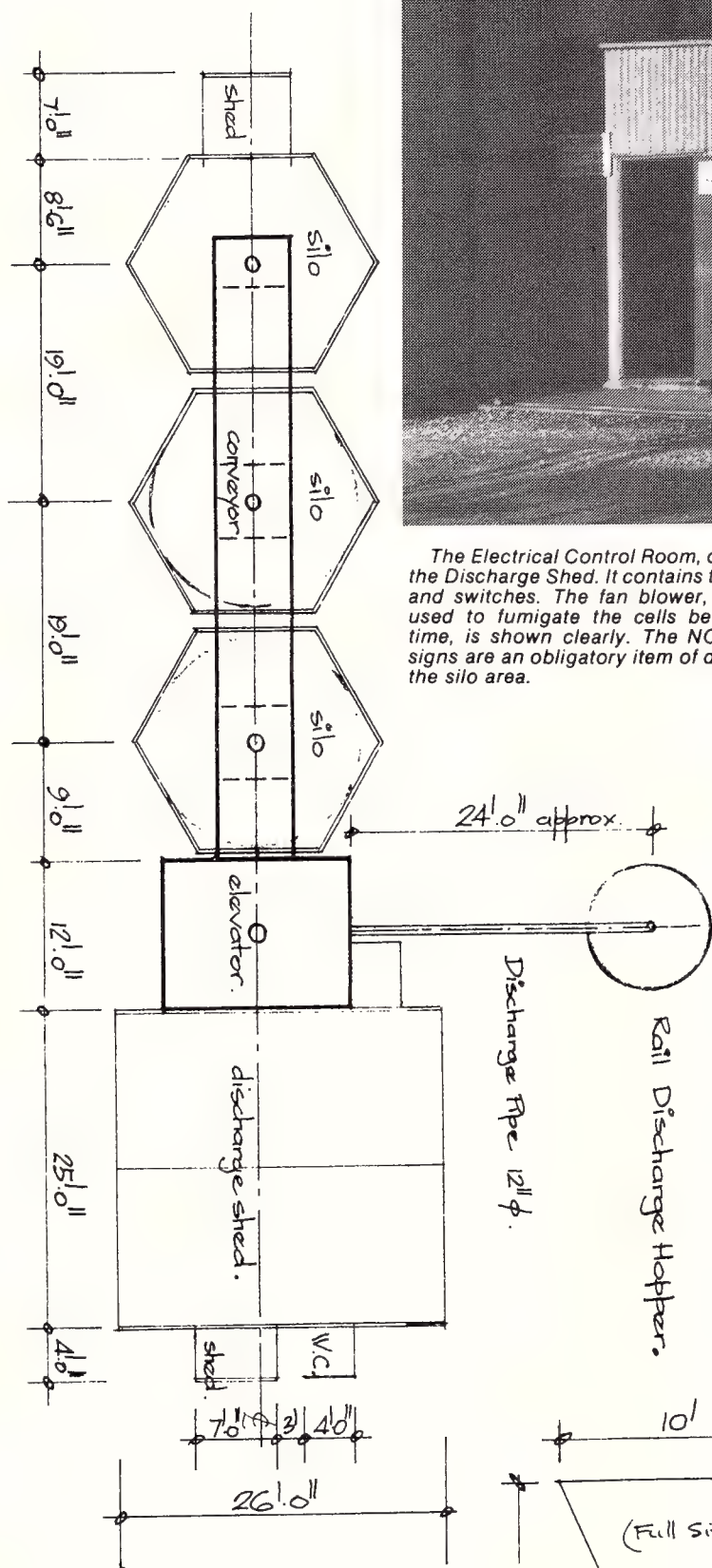


3 CELL GRAIN SILO .

Scale: Half size for HO .

skt.

PLAN: Half Size for H.O.



DEVELOPED ROOF SEGMENT
(6 per silo cell.)



The Electrical Control Room, on the end of the Discharge Shed. It contains the fuse gear and switches. The fan blower, presumably used to fumigate the cells before harvest time, is shown clearly. The NO SMOKING signs are an obligatory item of detail around the silo area.

Masonite where the discharge shed will sit and insert fine gauze wire, painted black.

Now you have the basic components, mount the Elevator Tower onto the Masonite. This could be at either end of the silo cells as it suits your layout. Remember that a shed is located to the side of the Elevator Tower so allow enough room for it to merge in with the scenery. I mounted mine on the right hand side as in the drawing. Now mount the PVC pipe cells in their correct positions. Avoid trouble later by doing this carefully.

Now comes the hard part. Each cell has a six sided roof which rises seven feet in the middle. There is a small amount of overhang all round each cell, except the part that abuts the Elevator Tower. There will be no need to fret though if the following steps are taken in sequence.

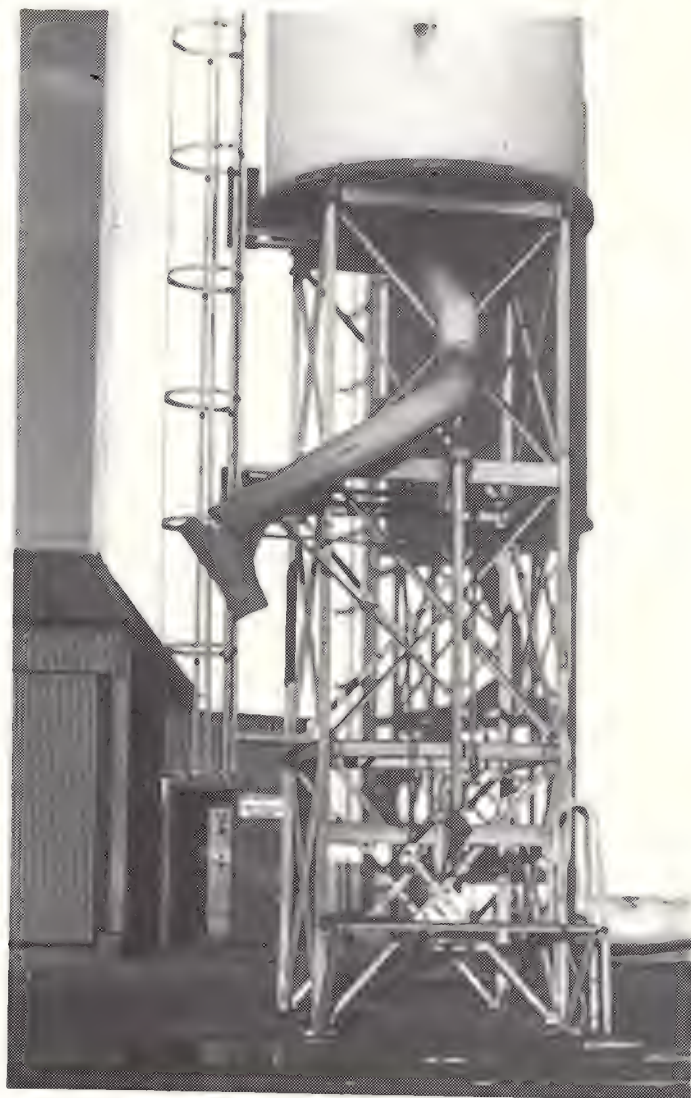
Use the Developed Roof Segment in the drawing to mark out the three roof pieces. Or you may prefer to mark out your own from scratch with scale 12'-6" circles and six 10'-0" chords stepped off around the circumferences. Cut out, and crease each radial line. Finally tape the first and last segments of each roof together on the underside.

Draw a circle around one of the silo tubes on the underside of each roof. Take care to get them exactly central. Now run a line of glue around the top of each silo tube and glue onto the roofs, using the circle as a guide to correct location. We have got some galvanised iron cladding to put on but we'll leave that until we have added some more details.

The Conveyor Shed runs from the Elevator Tower across the tops of the cells. Build it up in styrene sheet. The side shape can be taken straight from the side elevation drawing. The width is shown in the plan view. The top is curved like the roof of the SAR 8300 brake van, more or less straight on top, and the curve tightening at the sides. It is best shaped out of a balsa block. Cut out the window spaces on both side pieces and build up the window framing, etc. as you like. The windows are the same on both sides of the tower. Then build up all the pieces of the Machinery Tower onto the balsa roof.

There will be some cutting to fit it over the cells, but there is no easier way out of that than trial and error. When you have a fit to your satisfaction glue it to the roofs of the silo cells, and against the Elevator Tower.

You can make the ventilators atop each cell and the Elevator Tower with cheesehead setscrews. Cover the heads with Plasti-bond. When it has set you may think the resultant shape makes them fit only for chucking into the rubbish. You'll achieve better results though by chucking them into a power drill

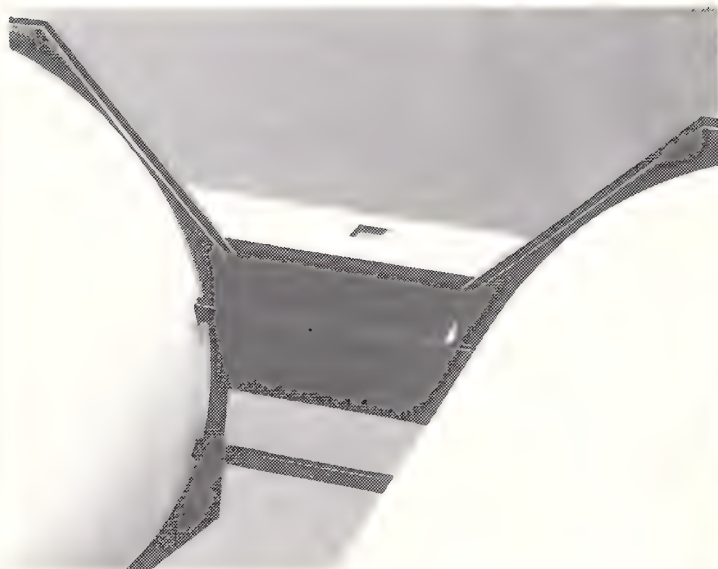


These photos show the discharge hopper from the centre bank at Roseworthy. Note the two different support frames on the discharge chutes, between the silo and the hopper. Also noticeable is the variable paint scheme. The original three cells are painted white, while all additional cells have been left in their concrete colour. This discharge hopper has a conical roof. Weathering hounds will delight over the rust showing through the white paint. This hopper sits on a round wooden base.



The end of the Discharge Shed at Roseworthy. E.T.S.A. have provided an interesting detail in the power cable coming into the junction box, before going underground. The shed has two double doors, though the photo only shows one. Don't forget to put the toilet surround on a concrete slab.





Top You won't get photos like these unless you're a modeller. The wide gap here separates the original three cells from the two cell extension. It is about 4.5m (15'), whereas the original cells are one metre (3') apart. Note how close the roof comes to the edge of the cell.

Above The discharge chute, with some detail of the Elevator Tower and Conveyor Shed atop the cells.

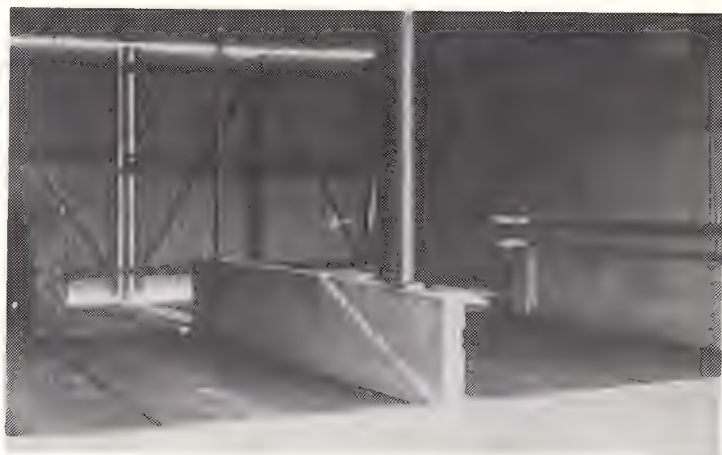
Above Right Roseworthy 1979. For Plastruct this photo of RSJ detail is specifically included. A simpler version could be built. See the photo of the Mallala installation. The photo shows clearly the swivelling discharge head, and the square section post on which the outlet chute pivots.

Right The platform at the base of the hopper in August 1978, and a little track detail on the Kapunda line as it approaches its junction with the main, if you prefer it. Note the through goods shed in the background. The station is just beyond that, underneath the palm tree. The dark circles near the bases of the later built cells are blower hole covers.





The six cell silo located at Owen, on the line between Hamley Bridge and Balaklava. This was 3'-6" gauge until the Balaklava line was widened in 1927, thus eliminating the change of gauge at Hamley Bridge. Evidence of W.A. Webb's influence is seen in the train order signals. That the whole of the northern plains is stony ground is evidenced by the attractive rubble stone station building. It is wheat season, as the line of OB's shows. Note that there is no discharge hopper here, and the roof over the cells would be easier to make. These cells are about 10m (31') in diameter. They hold 18,000t of wheat, against Roseworthy's 6,300t in the original three cells. Photo taken in Feb. 1970.



The inside of the Discharge Shed for those who savour interior detail. The road trucks drop their wheat through the grills in the floor. That Michelin tyre belongs to a front end loader which is used to keep the area tidy, and shunt loaded trucks when it's not busy.



The silos at Mallala in Feb. 1977. They are a lower, squat design, which enables them to store 9,000t of wheat and barley. This discharge hopper is different again, consisting of a 3,000 gallon corrugated iron tank. These cells are painted white, with green band around the base.

and filing down to the desired profile with a coarse file.

So much for the superstructure. You can now cover all roofs and the Conveyor Shed with corrugated sheeting. Campbells make some, or a very good local product is made by Greg Duncan. See his advertisements in A.M.R.M.

The small sheds located around the silo can be built now. Start with the Discharge Shed which is enclosed for nine months of the year, the doors always being on the weather side of the prototype.

I constructed all the small sheds, and the Discharge Shed, from styrene. When building the Discharge Shed, remember that it has to butt onto one side of the Elevator Shaft. Another thing to watch is the distance between the doors and the tracks. Trucks need a fair distance to turn, and the object is to get as many vehicles through and unload, per hour, as possible, as two or three trips per day is the average.

When you have built the Discharge Shed, cover the entire building and doors with corrugated sheeting. Mount it onto the Masonite base. If you are modelling a summer scene with the doors open, position it over the grille-work we put in the base earlier on.

Outbuildings

The toilet attached to the Discharge Shed is simply made by bending a piece of corrugated sheeting and glueing in place. Male modesty dictates that it be six feet high.

You can see the other small buildings in the drawings. There are three all told. One attaches to the Discharge Shed near the toilet, the second between the Discharge Shed and the Elevator Tower, and the third at the opposite end of the silos.

Cut the sides out of styrene, cut out the window and door openings, construct windows and doors and assemble the walls and roofs. Clad all over with corrugated sheeting and finish by cementing stripwood angle pieces on the corners. Note that the building at the far end is cut into the curvature of the end silo.

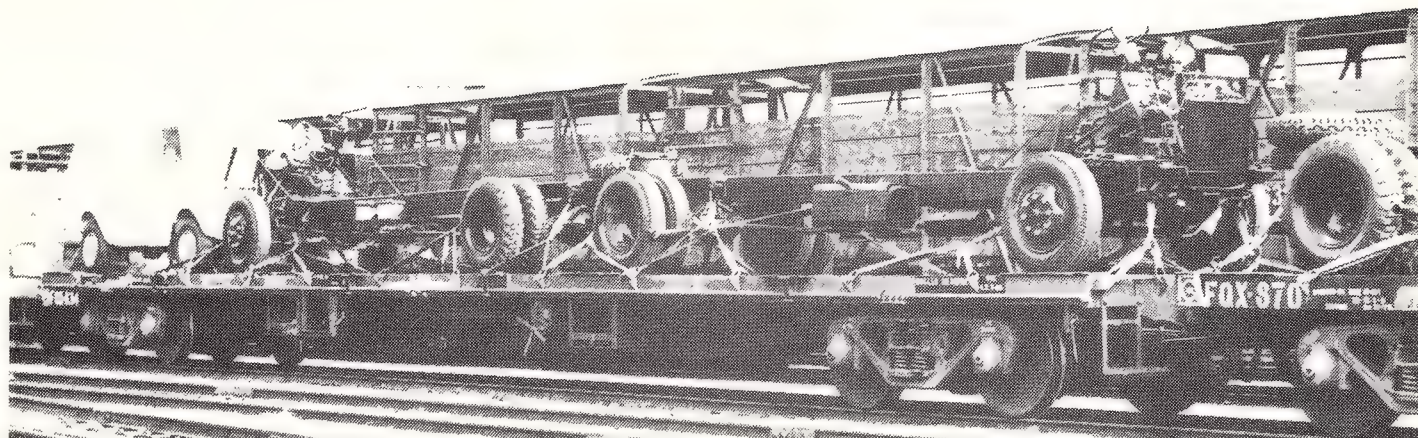
Rail Discharge Hopper

There are two ways you can go about this. One is to follow the photos and build it up yourself, as described below, or you could purchase a Vollmer 5707 Tower Kit, and use that, with some small modifications.

If you opt to build it yourself, use either Plastruct or Northeastern stripwood for the stand. Study the photos and decide how much bracing you will model. The prototype uses I section rolled steel joists at each corner. I started with Plastruct, but with the speed this had to be built with, and no hobby shops open on a Sunday to replace the pieces cut in haste, I ended up using both. The stand is mounted on a wooden base.

I built the two frame sides identical and then filled the front and back with channel

Continued on page 36.



FQX's 834 and 870 in general (i.e. non-container) service, in February 1976. Note that the container-anchor boxes are quite deep, going right back to the fish-belly beams.

VICTORIAN RAILWAY'S FQX AND FQF CLASS FLAT WAGONS

These are now being reclassified as VQCX and VQCY classes.

Modellers following the VR scene in recent years are probably quite familiar with the VQCX and VQCY bogie flats, designated in Working Time Tables as 'Flat Wagon, Containers'. In practice, their main uses are the carriage of ISO (standard) containers and the carriage of motor vehicles as 'roll-on, roll-off' loading. Common in traffic everywhere, they are notable on the fast freights to Adelaide and Sydney. Interstate modellers have the opportunity to see them outside Victoria on these runs, where they mix it with similar vehicles from other systems. Alike in function the VQCX's and VQCY's differ in matters detailed later.

Like other long bogie flat wagons, they have a distinctively deep underframe assembly. The main components of this frame are the tapered ('fishbellied') girders

that run the length of the wagon between the bogie centres. This structure provides the stiffening required to support the maximum permitted loading of 55 tons. The wagon itself weighs 19 tons. Apart from the deep underframe, the only other salient features are the container lock fittings ('anchors') that support containers at their corners and the stowage boxes when the loading is other than containers.

Container Service

In container service, these wagons are equipped to carry any one of the following combinations:-

Three 20ft. ISO containers.

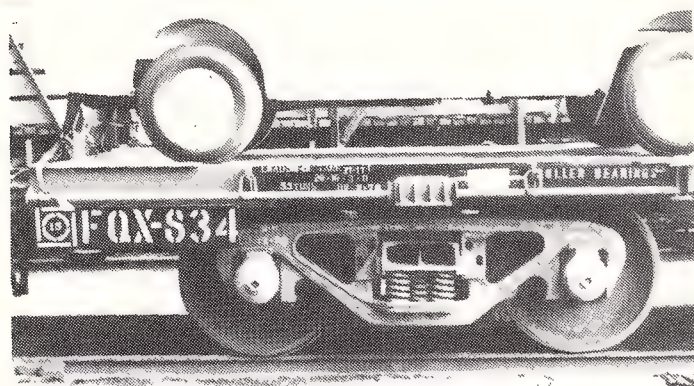
One 40ft. and 1 20ft. ISO container.

Two 20ft. ISO containers with clip-on refrigerator units.

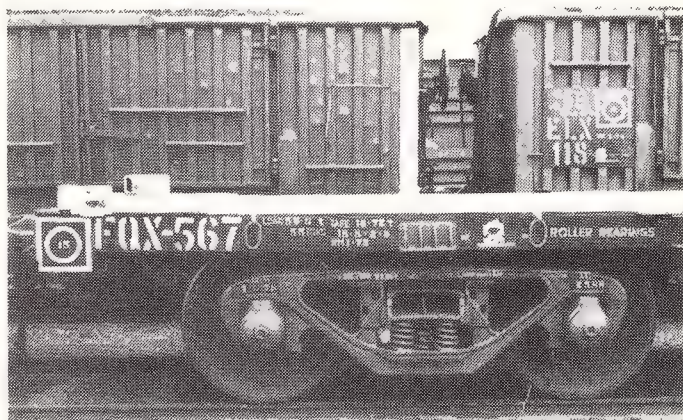
When carrying a single 20ft. container, the container is anchored in the centre of the wagon, as the location of a fully loaded container at one end may create some interesting and, no doubt, hazardous situations. Such problems can show up on model railways too. The difficulty is caused by having most of the weight of the load over one bogie, leaving the other bogie 'light' and subject to the whims of the adjacent vehicle. As these wagons are commonly run at or near their maximum permissible speed of 60mph, balanced loading is important. Just ask a skateboard rider!

General Service

When carrying motor vehicles or other loading not using container anchors, use is



Close-up of the lettering and bogie detail on a typical FQX. The bogie is the 'Ride Control A3' type widely used under VR wagons. These bogies are usually known by modellers (but not the manufacturers) as 'Bettendorf' bogies.



The lettering detail on FQX 567 has several differences to that on FOX 834. What's more, the number is on the chassis instead of on an attached plate. Addition of the lashing rails will change that! In the background is a comparison of brake handle and wheel as fitted to ELX class wagons.



'Three-quarter' end view of FQX 567. No lashing rails, but lashing-ring brackets and mesh step for shunter show up clearly.



End detail of FQX 834. This wagon has lashing rails.



FQX 686 at South Dynon in June, 1975. The deep 'fish belly' frame structure is evident.



Three-quarter view down FQX 545. This wagon will become VQCY 545, and be fitted with lashing rails.

made of lashing rings and rails or, if required, bolsters and stanchions. Note that lashing rails are not part of the original equipping of wagons built before 1976. They were first fitted to certain wagons constructed just prior to February 1976. Wagons with and without them are depicted in the accompanying photographs. Eventually all wagons in the VQCX and VQCY classes will be fitted with them.

Classes and number groups

The VQCX's are the bogie-exchangeable class. The X in the code denotes this. They began life as FQX's, the first of which were built in 1969. In 1979, re-coding with a national code made them VQCX's. FQX's occupied the number group 501 to 935. However, in 1977 a number of FQX's were converted to FQF's, which are FQX's restricted to non-bogie-exchange service. The last F in the code denotes their suitability for fast freight (60mph) working. The FQF's are numbered in the 501 to 600 range, which was consequently taken from the FQX range as conversions progressed. As at May 1979, the FQF's were 80 in number, so there could still have been FQX's around numbered in the 500 range before being recoded VQCX in that range.

VQCY's are the non-bogie-exchangeable class. The Y in the code is now the symbol for fast freight (60mph) running. As can be gathered from the previous paragraph, they are the former FQF. They occupy the 501 -

600 range, just as the VQCX's retain the FQF range of 601 - 935.

An FQF with an apparently 'out of range' number was used in a special speed-test train on the VR standard gauge in 1978. FQF 637, ex FQX 637, was re-stencilled as FQF for the trials. The test train performed 80mph testing, but it is likely that current train speed restrictions will remain for a while yet.

Drawings

The drawings prepared for this article have been updated after observation of the prototype. Some other drawings in circulation show these wagons with headstocks different to those fitted. If you use one of these other drawings as your 'work-bench reference', check it against our drawings and photographs before cutting out any material!

Compiled by Ian Weickhardt from information supplied by Peter Vincent. Photographs supplied by Peter Vincent.

The Grey FQX

As well as the VQCX and VQCY classes observant modellers have also probably noticed a similar flat wagon also coded FQX but painted grey. This is the SAR equivalent

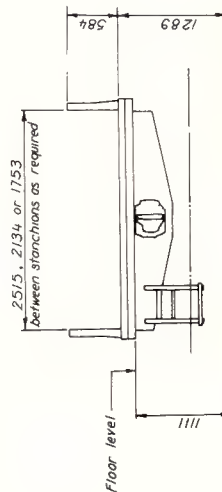
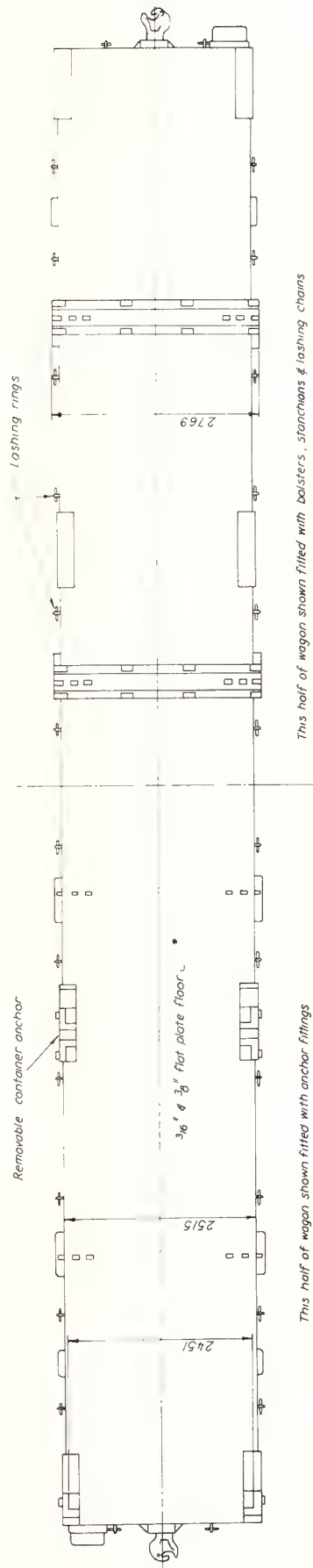
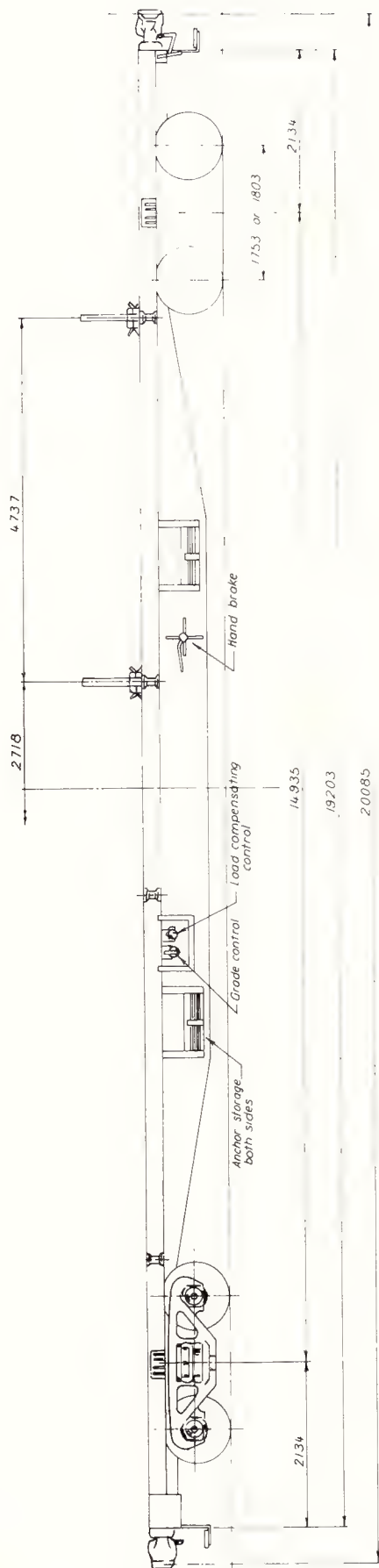
vehicle being built to the same set of specifications for a 'standard' container flat. In fact VR developed the design and SAR, NSW, CR and WAGR modified it to suit their own needs resulting in the grey FQX, OCX/OCY, RMX and WFX respectively.

Production commenced at Islington Workshops and in March 1970 FQX 1 was issued. FQX 100 was issued in December 1976 and there are currently 121 in traffic with another being classed FQS 122 because of different brake equipment which prevents it joining the bogie exchange pool. At first these wagons were built from Aus 10 alloy steel but later years saw mild steel being used.

Apart from the same basic shape and deck dimensions and container anchor positions the two types of FQX are distinctly different. Following the ANR takeover the class were to have been painted red which at a quick glance would have made them easily mistaken for the VR type which are numbered above 500. Following the introduction of the four letter wagon classification system in September 1979 the new coding will be AQCX and number 122 will be the lone AQCY.

Just to trap the unwary there is also a flat coded SFQX now to be reclassified AQEX. At 54ft. over couplings these are 9ft. shorter than the FQX. There are only three in this class which were introduced in 1971 to carry 40 tons of insulated containers.

Phil Curnow

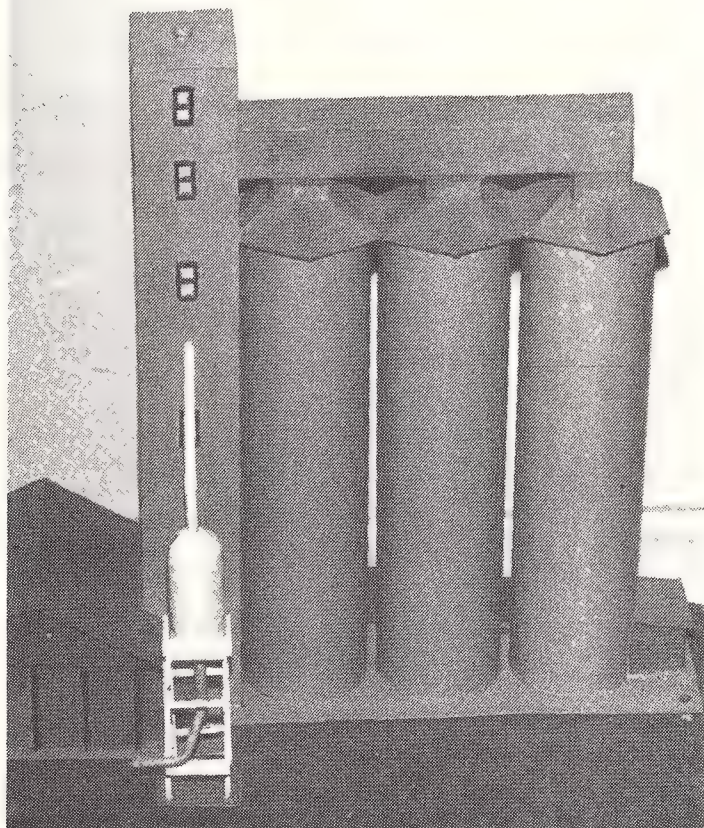


VICRAIL 'FOX' CLASS BOGIE FLAT WAGON

Plan drawn from VR information

Drawn : R Wrigglesworth

May 1977



MODELLING A WHEAT SILO

Continued from page 32.

iron. A piece of scribed stripwood, with scale 6" planks, was used for the base under the hopper tank. Cut a piece 25mm square and cement the legs of the frame to it. Line the underneath edge of the base with angle iron shape stripwood or Plastruct. A working platform can now be made out of scribed stripwood, supported by two brackets of angle iron. It is attached to the front legs of the frame. In South Australia the height of the platform is made to suit the level of an OB, bogie steel open, i.e. about four feet above ground level.

My long suffering wife donated a piece of broom handle for the tank. I would advise obtaining a length elsewhere, but, as I said, it was Sunday and the shops were shut.

Cut the broomstick to the required length and square it both ends. Find the exact centre of both ends. Drill a pilot hole at one end and insert a headless nail. Chuck the nail into a power drill so that the tank runs true, and file the end into the required shape. Sandpaper smooth. Wrap the sandpaper around a file or wooden block, or your fingers will get slightly warm.

Take out of the drill and prise the nail out. Now drill a 3/16" hole in the domed end, about 12mm deep.

An alternative method of making the tank is to use a piece of electrical conduit, with a Clipsal end cap fitted, and turned to shape in a lathe.

Mount the tank onto the base. When the glue has dried, form the discharge chute from the silo to the hopper with scale 12" dia. tubing. It bends about a scale four feet above the hopper and angles back into the elevator tower. I used 3/16" aluminium model aircraft fuel line which was easy to bend.

Another length is used to form the discharge chute from the bottom of the hopper. Follow the drawings and photos to shape it. The last bend is actually a swivel, and when swung out across the track the outlet is above the track centreline. Fashion a control funnel for the outlet end. I used a piece of the tubing, cut to an appropriate

shape, split lengthwise and attached over the outer end of the discharge chute with ACC. Wear rubber gloves to prevent your fingers becoming stuck-up.

Add a ladder from ground level to the top of the tank, and another up to the platform. Install down-pipes and gutters around the silo and on the sheds.

Painting

The hopper can now be painted a flat white, along with the steel work ladders and chutes. The hopper can be weathered by streaks of rust down one side. Paint the silo cells a concrete colour. The galvanised iron structures are dark grey, with the woodwork done in gloss Hawthorn Green. The inspection doors are also green. An alternative scheme for the silos is white with a green band around the base.

That finishes the silo, except for siting it amongst a line of farmers in their trucks, waiting to drive through the Discharge Shed to dispose of their wheat!

COMMUTATOR
& SHAFT

THRUST WASHER

END FLOAT
(HIGHLY
EXAGGERATED)

PRIMARY DRIVE GEAR

FIRST SPUR GEAR

SECOND SPUR GEAR

DRIVEN WHEEL

LIMA MOTOR REPAIR

I recently experienced a motor failure in #2 end of my double ringfield motored Lima 44. As this failure was not of the usual electrical problems, I wish to identify both the cause and the method of repair (especially for the inexperienced modeller).

The problem commenced with a seemingly easily fixed stall. However, after numerous prods with the overscale digit, nothing happened. The other motor was working though. The next item on the trouble shooting list was to clean the wheels and track. Still no good.

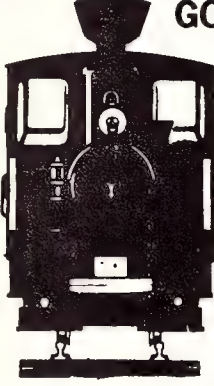
At this stage I turned the motors over by rotating the wheels. The bogie in question turned half a turn each way before jamming. I pulled the brushes out but still no joy. I then released the spur gear spring and removed the spur gears. At this point, both the motor and wheels turned without problems. The second spur gears were replaced. Still no binding. This indicated the problem lay either between the motor and first spur gear or between the first and second spur gears. The second spur gears were removed. (This allows the motor to first gear to be checked. If this proved alright, then the fault would lie in the meshing of the first and second intermediary gears). However, when the motor was turned, it jammed.

After careful inspection, I noticed the motor shaft could be moved until the primary drive gear was just bearing on the first spur gear (excessive end float). Due to the tolerances of the gear bearings, at certain locations, the gears came out of mesh and jammed.

The Repair

The 2 screws holding the motor side plate were removed. Behind this plate on the shaft is a brass thrust washer. To remove the excessive end float, other brass washers are added. I was fortunate. I found an 8BA washer which could fit. (The other 8BA washers were too tight on the shaft). Adjust, with washers, until the first gear is in contact with the primary drive gear when the shaft is at both ends of its sideways travel. Note:- It is important that the shaft have some end float. After fitting the washer/s, refit the side plate and check the end float.

Roger Johnson



GOSH GAUGE!

We've decided that the G in our name stands for Gosh! 'cause that's what everyone says when they see it. You will too. Send \$2.00 for our full descriptive brochures.

L.G.B.

"The World's First and only Indoor-Outdoor Railway."

L.G.B.
AGENTS

P.O. BOX 527,
MANLY. 2095,
AUSTRALIA.
Phone: (02) 211 2171



On 21/10/78 an up goods hauled by 700-702 climbs away from Aldgate. Note the ANR emblem is yellow on the nose and red on the side of 700. Photo by Phil Curnow.

.....AND AFTER CAME THE A.N.R.

Phil Curnow

On the first of March, 1978, the transfer of the South Australian Railways country services to the Australian National Railways was completed. As this is more than just a name change I have attempted to write a brief history of the transfer and a few notes on what has happened since then. To complete this look at the SAR that was, I'll discuss the modelling possibilities.

During its term in office the Whitlam Government offered to purchase the State Government-operated railways throughout Australia. Only Tasmania and South Australia accepted the offer. Whereas the TGR was transferred as a complete unit the SAR was split into two parts. The Dunstan Government wished to retain control of the suburban services in Adelaide so all metropolitan tracks and rolling stock were retained by the State as part of the State Transport Authority. All country tracks and rolling stock were transferred to the ANR to become its Central Division.

As you'd expect the re-arrangement of the old SAR was no simple task as all track, locomotives, rolling stock, buildings and staff etc had to be allocated to either ANR or STA. The working conditions in the State and Federal Industrial Awards covering railway workers were not identical so these had to be aligned with the co-operation of about forty unions that were involved. The transfer was effected in several stages being finally completed on 1/3/78.

The STA has maintenance responsibilities for suburban tracks that it requires extending to Belair in the South and Gawler in the North. A system of expense sharing has been evolved to allow the STA services beyond Belair and for ANR goods services over suburban lines. ANR has retained the Islington Workshops so the STA will have to develop its own.

The allocation of the following rolling stock

and power has been made to the State Transport Authority.

Diesel Locomotives: 830 and 845.

Steam Locomotives: Rx224, Rx207, 621 and 520.

Railcars: 300-334, 336-373. Total 73; No 335 scrapped;

400-436. Total 37.

Railcar trailers: 820-832. Total 13

860-883. Total 24

Coaches: Vice-Regal car 'Murray'; dining car 'Adelaide';

'Adelaide'; power car 783.

Centenary saloon coaches: 260, 263, 267, 317, 326, 332, 338, 345, 356, 364, 366, 373, 433, 462. Total 14.

Baggage end-loaders: 411, 413, 431, 465. Total 4.

Baggage/perambulator: 412, 426, 428. Total 3.

End/centre loader saloon: 432, 434, 446, 484. Total 4.

Composite goods brake: 4074.

TDF class tankwagons: 8, 10, 11, 12, 15. Total 5.

4-wheel ballast plough: 4121.

Z-class 4-wheel ballast hoppers: 2694, 3199, 3209, 3211, 3236, 3239. Total 6.

This brought a witty comment in a local newspaper that the STA was one of the few railways in the world that has more steam than diesel engines. Unfortunately they didn't add that the steamers were used by the ARHS to haul the centenaries on Steam Ranger Tours. Prior to the transfer the SAR withdrew these old cars because of their mechanical condition and wooden bodies. The steel carriages of the 500, 600 and 700 types were now sufficient for ordinary traffic. The ARHS has had to take out special insurance to cover



How wagons used to look on the SAR. Before metrics and transfer to ANR brought changes the SAR was all grey with a red emblem on the door. The class, load, tare and number were in white on a black background as shown by this M class boxcar. Photo by Phil Curnow.



Paul Brooks photographed these two hoppers with CR lettering loaded on an ANR flat awaiting shipment out of South Australia.

passengers when using the older cars and all passengers then sign a special indemnity clause before riding wooden cars. A State Government funded Unemployment Relief Scheme is overhauling and repainting the centenarians at Edwardstown. The ARHS has overhauled brake 4074, sleeping car Finniss and a suburban baggage car.

As I write these notes it is less than nine months from changeover date and perhaps still too soon to determine a definite trend for the future look of country railways in South Australia. Some changes have occurred that may be of interest to modellers of current practice. The piping shrike emblem has been removed from all of the diesels that had them. Repainting of diesels and rolling stock has so far retained the SAR colours. The ANR emblem is being painted in yellow onto the 930, 900 and 500 class diesels. One 830 class has received a much more yellow body colour instead of the orange and a large ANR emblem in black has been added to the sides of the hood. The 700 class on the broad gauge have ANR painted in red onto the silver body panel and in yellow at each end where the shrike once flew.

The SAR's goods rolling stock colour has been light grey for many years. In the mid-1960's an SAR emblem was painted in red onto the sides of wagons. This faded so in recent years the emblem was changed to black. Some classes of wagons (OC, SO, SOC, SHBY, SGMX) were painted yellow when issued however repaints in grey began to appear recently. After the takeover the grey colour was retained with the ANR emblem in red replacing the SAR in black. In December, rolling stock began leaving Islington in ANR rolling stock red with white ANR emblem. The 8300 class brake vans have had ANR added in yellow on each side. The joint stock coaches used on the Overland are now being lettered V & ANR instead of V & SAR.

Another noticeable change is the transfer of rolling stock between divisions. Several 830 class diesels have been sent to Port Augusta as shunters. An ex-SAR ballast plough and hoppers are now part of construction trains on the Tarcoola to Alice Springs line. Three of the SAR steel carriages left Adelaide in 1977 for Tarcoola. When Cyclone Tracy roared through Darwin it badly damaged the ore loading wharf and equipment beyond economic repair and the whole narrow gauge railway was closed not long afterward. Some of the hoppers have gone to Tasmania while a large group have gone to Port Lincoln for wheat traffic. This



Nowadays the ANR emblem is being added to rolling stock as shown in this October 1978 photo of an 8300 class brake van. Photo by Phil Curnow.



One feature of country lines of the old SAR is the station designs. Most stone stations were variations of about five basic designs and this is one of the smaller types. Saddleworth on the Peterborough line had been freshly painted with mid-green roof and yellow trimmings when David Flanagan was on hand in May 1977 as 843 rolled to a halt.

required some internal modifications.

What of the future?

In past years we have seen other railway systems develop a new image but overall effect on modellers has not been very great. Changes such as Commonwealth to Australian National Railways, New South Wales Government Railways to NSWGR to NSWPTC have meant new lettering, a general paint scheme change or a new identification logo. Essentially operation and control of the railway has remained much the same. In this case however the old SAR has been dismembered. The management structure has been changed as staff left to take up positions with the STA and ex-ANR staff gained positions of influence.

The future of railways in this area could be

vastly different now compared with what was expected only a few years ago. If you intend modelling things in the SAR style then the time to gather the details you require is NOW before any major changes take effect.

It is likely that the ANR's point of view will be different from that of the old SAR. We may see that (a) Future diesels will be GM types instead of Alco especially now that Clyde-GM is well established at Rosewater. (b) A distinct change in style of new rolling stock to suit the needs of ANR rather than a small regional railway. (c) A complete colour scheme change to give the Central Region a sense of belonging to the parent ANR or (d) an attempt to cease operation of uneconomic lines and services. This last item is the subject of clauses in the agreement and the State Government retains some control on what services etc are altered.

Another interesting change has already

occurred with STA's purchase of new railcars. Instead of following previous practice where all suburban railcars were built at Islington the contract for the new breed with the distinctive cab at roof level has been awarded to ComEng in Sydney. Apart from the prototypes which are due to enter testing in Adelaide around the middle of 1979 the others will be partially constructed in Sydney with final assembly in Adelaide.

In the concluding part of this article I will list SAR prototype articles printed in AMRM with notes to bring their histories (scrapping, modifications etc) up to date. Then I'll try and give some ideas on modelling SAR rolling stock and scenery with a close look at kit-bashing possibilities.

MAIL BAG

Sir,

I wish to refer to John Bevan's review of 'The Observers Book of Steam Locomotives in Australia'. In his review Mr Bevan states "The book contains no errors that I can detect".

Mr Bevan it seems has not looked too carefully through the book or he does not know much about steam locomotives. In the section dealing with NSW steam locomotives I found some very bad mistakes and some in the Queensland locomotives.

An example of an error is on page 63 which shows a C35 in original condition but is described as the rebuilt condition. Another mistake deals with the D50 class in that 290 were built up to 1912. 280 D50 class entered service on the NSWGR up to June 13, 1916, the other 10 were taken over by the ROD.

I would suggest that the reviewer have a closer look at this book. The errors listed above are only some that I have found.

Already Mr D. Burke has a letter of May 27, 1977 in which I have pointed out some of the errors in the book. It is good indeed to see a book of this nature appear.

J. Costigan
Dapto 2530.

Whenever words are written, misunderstandings or misinterpretations can and do occur. An example is brought to light by Mr Costigan with the D50 class. In his book Mr D. Burke writes of the D50 class "... 290 were built up to 1912". Mr Costigan writes that only 280 saw service on the NSWGR. BOTH are correct for 290 units were BUILT up to 1912; unfortunately The British Rail Operating Division (ROD) took a fancy to 10 units during their construction and borrowed (permanently) them for service in Europe, during World War I. When reading technical publications readers must allow some latitude for the authors interpretations of the English language. On a lighter note John Bevan often makes mention that he doubts if anyone ever reads his column. Well John, you have at least one reader who reads your column, now to find out if you wrote the errors into your column intentionally, just to see if anyone was on the 'ball'. (Ed).

Sir,

Having read many articles on the C36 class locomotives of the NSWGR over many years it is always a delight to read another one and the article which appeared entitled 'Pigs of the NSWGR' in the Sept/Oct issue of the above magazine was no exception.

The caption to the photograph showing 3622 on Cowan Bank I believe should be near Knapsack on the Blue Mountains as I have the companion photograph and shows the same train leaving Knapsack viaduct. (Also photographs have running numbers). The photograph on same page shows 3664 on 'Fish' 10 car SOB set 102, but the set is a '7' car set and does not have 'The Fish' nameplates which were attached to the second and ninth cars of set 102. Therefore I have my doubts that this is 'The Fish'.

Reference is made to 3670 being fitted with smoke deflectors. This should be 3612 as well as 3673.

In regards to the manufacturers of the C36 class tenders all writers believe that the first 60 tenders were built by Walsh Island Dockyard and the balance of 15 tenders by Clyde Engineering but an interesting

point is the fact that the first 10 engines built at Eveleigh 3601-3610 had Eveleigh builders plates on the side of the tenders. Possibly some reader may be able to elaborate on this point.

I have been a reader of the Australian MODEL RAILWAY Magazine for some years now and I look forward with anticipation to the appearance of each issue, also it is well set up and is a quality magazine in every meaning of the word.

Trusting you will accept the letter in the spirit in which I wrote it. Certainly not in any way do I intend to criticise as I realise it takes a lot of research to write articles and errors will always creep in. Many thanks for the years of enjoyment and knowledge gained.

Frederick C. Nichols
West Ryde 2114

Sir,

Once again I made the pilgrimage to Sydney from Canberra for the model railway exhibition. This involves getting around as many model shops as possible in the morning and attending the exhibition in the afternoon. The reason for the rush to the shops is the lack of scratchbuilding and detailing parts available from the trade at the exhibition. During the day I heard a rumour, which perhaps could be clarified by someone, about the possible demise of Cavalcade Miniatures. It would be a great pity if they went out of business as any Australian firm providing a good product at a competitive price gets my support. One thing that does not get my support is sloppy or uncompleted exhibits at an exhibition and why the organisers allow such things is beyond me as it detracts from the hobby overall and does not provide anything for the willing paying public, also the 'How-To' displaying of kit bashing and scratchbuilding is very commendable but some examples on display, to put it kindly, should just not have been there. But all was not bad, in fact overall the exhibition was very good and congratulations to the organisers. My award goes to Bylong for its scenery just goes to show what happens when you let a woman loose in the hobby.

Robert Comerford

Canberra

Should exhibitions only display the very best layouts and models? Should the public be given the impression that ALL models and modellers in Australia have a very high standard? Let us hear your view via MAILBAG.

Cavalcade Miniatures have not confirmed nor denied that they are ceasing production. (Ed).

Sir,

May I comment on a few items in AMRM for July/August 1979. Referring to the VR 'U' van Kit, it is not a true kit because the roof, floor etc are not included. The English made 'Slaters' and 3H kits are complete and one does not have to purchase or make other items. Page 52.

Is the AMRA magazine a model railway magazine or a model road vehicle magazine?

If it is a model railway magazine then articles on road vehicles should not be included. Pages 28 and 15.

Even prototype articles should be left to the appropriate publications such as TUMULLA BANK. Am I right or wrong?

It is a pity railway articles are not confined to Australian and New Zealand railways.

J. Goodman
Footscray 3011

Within the model railway trade manufacturers seem to all have differing ideas on what represents a 'KIT'. To some, it is a few basic components, to others a complete set of components, including paint and decals. At no stage did the reviewer or manufacturer refer to the VR 'U' van kit as a complete kit. The Australian MODEL RAILWAY Magazine (no relation at all to the Australian Model Railway Association) is a publication with a basic aim of promoting model railways in Australia. The present policy of the magazine does not support the theory that a model railway is just a circle of track with an engine running around; instead it supports the idea that a model

railway encompasses all facets of life with the twin bands of steel being the focal point. To this end we try to give readers a full coverage of railways (so that many of the facets can be incorporated into the layout), industry (again so it can be included into the layout) and finally life in general i.e. cars, people etc (again so they can be incorporated into the layout).

Prototype articles are restricted to mainly the Australian scene, as are most constructional articles but there is no restriction on layouts and modelling methods having to be Australian models. There is little doubt that Australian models are much fewer (in number) in this country, and again there is little doubt that we can all learn from the many modellers who enjoy models from overseas. (Ed)

Sir,

It was with some trepidation that I quickly thumbed through the July/August issue of AMRM. Nothing! Oh well, maybe next issue.

The September/October issue produced the same result. Nothing!

If you are wondering what this is all about, I am referring to a letter of mine that was published in the May/June issue calling on both retailers and wholesalers to use some of their profits in promoting the hobby, instead of leaving it to amateurs like you and me. We give up our own time to promote the hobby through exhibitions every year, with practically no support from the trade.

What I didn't find in both issues of the magazine was some recognition of the work done by us amateurs and a pledge from the trade that they would support the hobby in the future.

Several people have said to me that I am knocking my head against a brick wall in expecting support from the trade. I disagree for I believe most of the trade have not realised the potential in promoting the hobby through exhibitions.

At the recent Showground Exhibition there were the usual trade supporters Casula Hobbies, Friedmont, Fantastic, Platform 3, Punchbowl Hobby Centre, FSM, and of course Bill Webb. My apologies to anyone I've missed, but with 40 plus stands its hard to remember them all.

Noticeable by their absence were the wholesalers and agents for the large overseas train manufacturers and some of the local large hobby shops. No need to name them as I am sure you know to whom I am referring.

In a conversation at the exhibition with AMRA organisers and organisers of other exhibitions, we estimated that a minimum, repeat minimum, of 60,000 people attend model railway exhibitions held each year in and around Sydney.

With exhibitions now being held each year in all capital cities, you are talking about a minimum attendance of 100,000 per year.

And something to bear in mind, this is termed a captive audience, so that any money spent on an exhibit has more impact and higher recall than say a newspaper advertisement.

Someone is bound to say that some retailers only support exhibitions because of the sales they make at exhibitions. Sure, they make sales but where can you find several hobby shops under the one roof offering a variety of goods.

Also don't lose sight of the fact that through their efforts, more people are becoming interested in this wonderful hobby.

By the way, what did you buy from one of the retailers at the last exhibition you attended?

To the retailers and the odd wholesaler who support our amateur exhibitions, which, incidentally put some professional exhibitions to shame, may I say thank you and trust that you will continue your support.

As for those retailers and wholesalers who are not supporting the hobby but reaping the benefits, its your turn now.

We amateurs have done all the spade work, so it is up to you to give the support that is your obligation.

Will this appeal also fall on deaf ears?

Watch the next issue for the continuing story of "Will The Trade Support The Hobby?"

B. E. Lovett
West Killara 2071

Prototype Track Plan: Murphy's Creek. Q. R.

Murphy's Creek, situated 140 km (82 miles) west of Brisbane, is at the foot of the Great Dividing Range near Toowoomba. This section of railway line crossing the Toowoomba range is known as "The Range" and runs from Helidon, 116 km (72 miles) from Brisbane, through Russell's Siding, Lockyer, Murphy's Creek, Holmes, Spring Bluff, Ballard, and Harlaxton stations to Toowoomba, 163 km (101 miles) from Brisbane.

Toowoomba, the gateway to the Darling Downs, was named after Governor Darling by Allan Cunningham the explorer. He found a way across the Great Dividing Range in 1828 at a place he called the "Pass", later renamed Cunningham's Gap.

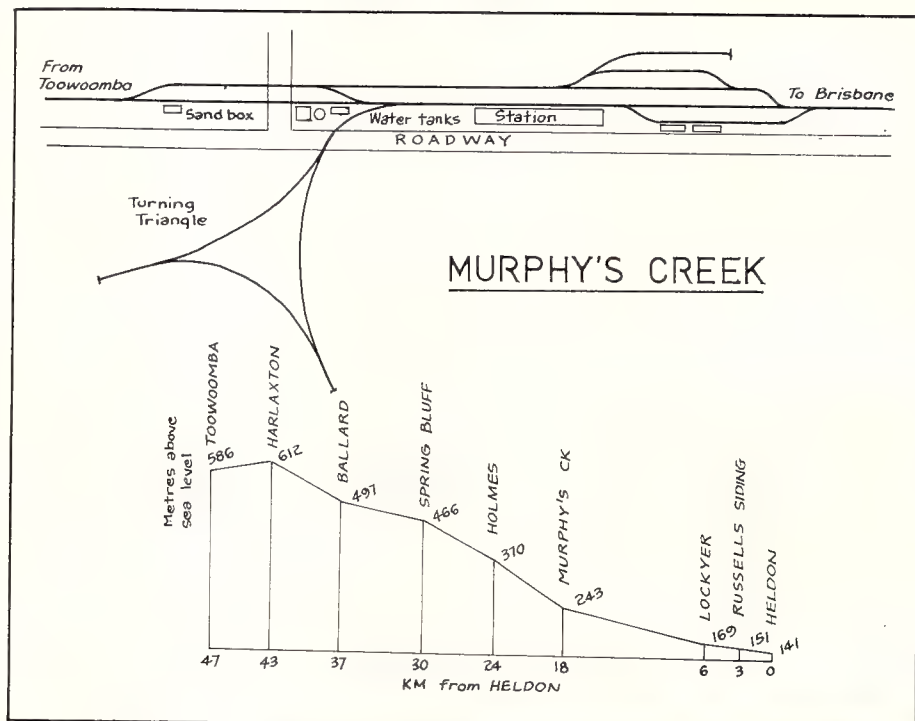
The range railway line, opened in 1867, carried all traffic into the south west of Queensland including passenger trains to Wallangarra on the New South Wales border. From here passengers and goods were transferred from the narrow 3'6" gauge trains to the standard 4'8½" gauge trains for the trip to Sydney.

This was the only rail connection between Queensland and New South Wales until the standard gauge line through Kyogle direct to South Brisbane was opened in 1924.

Queensland Railways is divided into sections called divisions and Toowoomba is the base for the South West Division. It controls the Southern line which travels through Warwick, Stanthorpe to Wallangarra, the Western line running through Roma, Charleville to Cunnamulla, through Goondiwindi to Dirranbandi, and that part of the Main line running from Helidan to Toowoomba.

Murphy was one of three engineers on the construction of this part of the main line

by Ron Bennett



Work shed, inspection trolley and other buildings, Brisbane side of station.



Track maintenance men's hut on freight loop.



This shed was built in 1913 replacing the original ticket office built around 1867.



Extensions to ticket office showing men's and ladies' toilets and store room.

running over the range and his camp was later made a stop called Murphy's Creek. The original ticket cabin and toilet and storage facilities were added. The turning triangle is seldom used these days except to hold a train while one train on the Main is crossing another train on the loop.

The 'angle', as it is known by railway staff, will hold a train equal to 60 F wagons in length and with another 38 F wagons in the goods siding a train of 98 F wagons can be stored in this manner. The passing loop will hold 130 F wagons. Also, locos that run from Brisbane to Helidon that require turning are run to here for this purpose, a distance of 16 km (10 miles), as there are no closer facilities.

Murphy's Creek became a very busy yard in the early days as the climb up the range was so steep that the train had to be cut and taken up in two sections. This was more essential in wet weather due to slippery rails. Double heading was impossible as the rails were 40 lb/yd and the route crossed 47 lightly constructed bridges. Train cutting was carried out at Murphy's Creek because from there the line rose 366 metres (1212 ft.) to Harlaxton, the highest point on the climb, dropping 26 metres (84 ft.) on the run into Toowoomba.

I believe that the original trains had brakes on the locomotives only and because of this Murphy's Creek was the first station where these trains could come to a complete stop, a distance of 47 km (29 miles) from Toowoomba. Later, when airbrakes were fitted to all rolling stock, all trains going down made a regulated stop half-way down so as to recharge their air reservoirs. This was in force until recently when modern diesel locomotives, especially those with dynamic braking, made this unnecessary.

The average grade is 1 in 70 increasing to 1 in 50 in places with curves as low as 5 chains radius. All bridges have either been rebuilt or removed and replaced with fill. Their number has been reduced from 47 to 14. There are a total of nine tunnels with 16 km (10 miles) of curves on this line. The speed limit both up and down the range is 40 km/h (20-25 mph) and limited to a length of 130 F wagons. One F wagon is 4 metres (14 ft.) long. Load limit up is 630 tonnes (620 tons) but can be more coming down.

In 1939 the Queensland Government Railways commenced a co-ordinated bus service between Helidon and Toowoomba. This cuts 1 hour off the rail journey for passengers going both up and down the range. The bus journey takes 25 minutes as against the train journey of 1½ hours.

A Mr. M.J. McGum and his son have selected a new route up the range that reduces the distance to 24 km (15 miles). This proposal has been submitted and is under consideration

by the Queensland Government. If this new route is taken it will mean that passengers will be able to remain in the train for the entire journey.



Rear of station building.



Water tanks, oil shed and sand boxes still standing at Murphy's Creek.



Signal cabin built in 1913 showing external two lever frame controlling up outer home and up home to platform signals.



Swing wing point frog on the main line at Murphy's Creek.

AMRM NEWS

by Bob Gallagher and AMRM staff.

With the end of 1979 looming, by nature we all tend to take stock of what we have accomplished and make promises for the future. For us at AMRM 1979, especially the last half of it has been a rocky period, which hopefully has not been portrayed to the readers via the magazine. Numerous small matters have cropped up which tend to make the production task a little more difficult than it should be. On top of this structural renovations have been taking place at the main office which has not only slowed down some of our work but completely stopped others. At present general correspondence with readers has come to a complete halt and will take some time catching up, when we do get back to our office which at present is buried under building material. Unfortunately, tasks such as those mentioned are sent to try us, but somehow we will battle through. To our appeal for articles, made last issue, we have had a fair response but need many more to ensure a full magazine every issue.

Accuracy . . . What are our requirements?

From time to time there has been discussion in this magazine and around meetings re the attitude of the big manufacturers towards the Australian modeller. Repaints, of existing models to look like Australian units, have been just part of what has been

considered a rather poor attitude. AMRM has often expressed dissatisfaction toward the final finish of many units, especially repaints. After a poor review of a model we even took the opportunity of writing to the manufacturer and offering assistance re drawings, dimensions and photographs of the prototypical units so that the manufacturer could have all relevant detail in front of him, allowing an accurate model to be produced.

We, as the national magazine, were very pleased to be of some assistance, and looked forward to the first model produced with our assistance. We were utterly disappointed. The first model was the recently released Lima Indian Pacific power car. Basically it is a fine model and very little can be criticised on the sides, but the roof line detail has been completely neglected and the standard IP car roof substituted. Is there much difference? Well the power car has enclosed inside diesel generators (supplying electricity to the air conditioning equipment and also to the passenger cabins), and to provide ventilation and cooling for the generators there are fan openings in the roof, which are clearly visible. The photographs accompanying shown portion of the roof ventilation that can be seen from an embankment, but of course models are viewed from a much higher vantage point than a trackside embankment. AMRM staff photographer, Graham Ball went to great efforts to



The roofline of the Lima IP power car is devoid of detail.

obtain some very good roof detail photographs, at the request of the manufacturer. We acknowledge that manufacturers have to make some compromise, but question the failings of this particular model. The one bright point is that it gives AMRM scope to present an article on how to correct the power car, but now for someone to write it!

Commercial News

Sighted at Berg's Hobbies, the pilot model of the "Australia Prototype Station". This plastic injection moulded kit comes pre-coloured — red-brick, white windows, green doors and trim — even includes the corrugated iron modesty wall around the gent's toilet at the end of the building. Designed for an island platform it offers a number of possibilities so far as shortening, lengthening, etc is concerned. Hopefully, available early 1980. Watch for it.

The FSM D52 class and Wampu tender kits have been released and at first glance seem to be up to FSM's usual high standard. More next issue.

After 31 years of serving the modelling fraternity, Jack Stanbridge has left the 'HOBBY SHOP' at Mount Lawley (WA). No doubt Jack is now planning to be more involved in his many other interests. Thank you Jack . . . MOT (Master of Trains).

Ninety Nine Not Out . . . yet.

Observant readers will note that this is issue 99 with, in numerical order No 100 coming up. In some form or other we have been around since 1963, with a slight lapse here and there, but we are still going strong. Hopefully, we will have a few surprises in store next issue, but no hints. We do however seek letters, short letters, from readers who have enjoyed or disagreed with AMRM during its 100 issues. The best will be printed in issue 100, but will need to be on hand in the AMRM office a week before Christmas.

Pirates Ahoy

Piracy . . . that ugly scene whereby models are



The above two photographs taken during September 1979 show some of the roof detail of the Indian Pacific power car.



produced and sold using another manufacturer's model as a master, is to some in the hobby 'old hat'. To some the legitimate local manufacturers are 'fair game' with the piracy and resale of their products not only being prolific but seemingly being supported by clubs that allow the pirated models to be sold at club meetings. No matter how the subject is viewed it does have a damaging effect on our fledgling local industry, but the piracy act goes further than a modeller copying a known local brand, for some local manufacturers are also involved in using other (overseas) manufacturer's products for a base for an Australian model.

If it is wrong for modellers to copy kits for personal gain, and this magazine stands up strongly against the act, it is also wrong for manufacturers to be involved in the piracy.

Xmas Greetings.

The management and staff of the Australian MODEL RAILWAY Magazine extend the seasons greetings to all readers. The management also thanks all the modellers who assisted in the production of AMRM with articles, photographs, plans, research details, etc, etc. You all have made a time consuming task a little easier.

Believe it or not.

Within the model railway hobby there are many characters whose deeds and attributes become a local folk-lore and in fact at times become a little larger than life. It is possible that a small humorous incident can brand a character for life, and as long as the recipient of the story is able to withstand the continual ribbing, there is little chance of him living the incident down for the story seems to grow in the telling.

One such incident has been the basis for much rib tickling mirth, including digs in AMRM, against our editor, Allan Brown. To be fair to Allan he has served the punishment for his 'crime', and with luck, by exposing the story in AMRM Allan may be let of the hook.

Continued on page 43.

1979 SYDNEY MODEL RAILWAY EXHIBITION

Following last years successful switch from the Sydney Town Hall the 1979 Sydney Model Railway Exhibition was again held at the Royal Agricultural Society Showground over the long weekend (Sept 29-Oct 1). After the capacity crowd last year which, at times made movement in the Westco pavilion difficult, the organisers, the NSW branch of AMRA decided to utilise a second pavilion in addition to the Westco. This additional space allowed a 50% increase in exhibits to about 45 stands and, whilst official attendance figures are not available, it was obvious that a most satisfactory if not record crowd attended over the weekend, and the extra space available was no doubt appreciated by both patrons and exhibitors alike.

The increased number of exhibits resulted in probably the widest range of scales, gauges and prototypes yet gathered under one roof anywhere in Australia. Add to this various modelling activity stands and plenty of well stocked commercial stands and you quickly realise why this exhibition is such a success.

HO scale again predominated (10 layouts), but was closely challenged by N scale (7 layouts). LGB, O, OO, TT and 3mm were all represented, together with narrow gauge variations.

Prototypes covered a wide range but I did hear a comment that US prototype was not present in its usual numbers. Certainly the following of local prototypes is going ahead in leaps and bounds, with even N scale producing good examples.

Several tram exhibits, the usual competently presented historical and preservation society stands plus an excellent railway philately exhibit rounded out the show.

Commercial stands have increased not only

in number but also in quality. This year Punchbowl Hobby Centre was successful in winning the award for the best commercial exhibit.

The range of equipment available was enormous, with the release of Lima's IP powervan and MRC's (NSWGR) TAM sleeping car being two items which greatly tempted the modeller's dollar.

A promotional film on Hornby's Zero 1 command control system also created much interest.

Turning to the layouts themselves there is no doubt in this writers mind that the quality of modelling and layout presentation has improved dramatically in the past few years.

The Best of the Show award again went to Model Workshop's 'Menangle' but not without a strong challenge from a newcomer to the exhibition in the South Coast Shunters and Modellers layout 'Bylong'.

In fact, the judges felt it necessary to award a special 'highly commended' certificate to Bylong; few exhibitors would have argued with this as the layout was of a very high quality and has set the new standard for other layouts to beat, particularly in the field of scenery techniques. It was probably fitting that Menangle took out the award as it is most likely that this was its last showing at the Sydney exhibition, and many observers were happy to see Menangle go out with a "bang".

Best proprietary layout went to another newcomer to the exhibition in the form of the Dubbo Model Railway club's layout. Using only commercial equipment and having only functioned as a club for about six weeks prior to the exhibition a good result was achieved.

Two other layouts which caught my eye were the Hunter Valley M scale layout and the NSW prototype Narwood layout again in N

scale. There were many other layouts of good standard and there was certainly something for all tastes and all levels of modelling.

The most popular layout as judged by the public went to Bylong closely followed by Hawkesbury (this may have had something to do with the fact that they were closest to the exit), but the most interesting fact here was that the only four layouts to achieve any worthwhile public support were all local prototype layouts, a sign which augurs well for the locals.

A hastily organised modelling competition was held which I think is a good step for those modellers who attend the exhibition as opposed to the general public. There is no doubt that competitions raise the overall level of modelling. Evidence of this was present in a display of past competition winners reaching back ten years. The improvement in quality was patently obvious and demonstrated how far the hobby has advanced. Next year's competition will, hopefully, be better promoted and supported.

Overall then, this was without a doubt the best Sydney exhibition yet held. It might be time for the organisers to consider culling possible layout exhibits to raise the average standard of entrants as there is now obviously in existence enough layouts of a high quality to create a large exhibition. A most enjoyable weekend and once again the organisers, the NSW Branch of the Australian Model Railway Association, need congratulating. The backup in the provision of barriers, meals, etc was excellent, the only complaint I heard was about the blaring public address system, but I guess this was a small price to pay for an otherwise first class exhibition.

Ron Cunningham

BOOKS

by John Bevan

It's a change to receive books published by non-commercial publishers although in the case of two of these books I might be assuming too much. I've got three books: two are British published by a small publishing company who I suspect might be owned by the author of both the books. The other book is published by the Australian Electric Traction Association.

Firstly the two books by Steamchest Publications. These books are No 1 and No 2 in the publishers series (presumably, since no mention is made of more, the total series. No 1 is titled "The Road to Preservation" by T. Middlemass. This book is simply about preserved steam locomotives in Britain. I suppose that Britain has the most comprehensive collection of preserved steam locomotives in the world. The author claims that there are over 500 preservation societies in that country and assuming that each society has at least one locomotive it's a lot of locomotives.

The subject matter of this book is 57 preserved steam locomotives each of which is described in half a page and illustrated on the opposing page. The range of locomotives is very wide ranging from 0-4-OT's to 2-10-0. One of the interesting locomotives is the world's first Garratt — the Tasmanian Railways K class. Although not many readers will be able to use the book as a guide book it is still interesting to all those interested in steam locomotives.

Steamchest's other book gives 250 British steam locomotive nicknames. Its title is "Locomotive Nicknames". It also is written by T. Middlemass. The names each have some explanation of their origin and a little history of the type. The range of names is wide from Aberdares — a Great Western Railway 2-6-0 built at the turn of the century to haul coal in the Aberdare to Zeppelins — an alternative

name for the Great Central Railways 2-6-4T's. The usual name for these locomotives was Crabs so called because of their poor appearance. The Zeppelins gained their nickname later when three were detached to a more remote location. Just why is not apparent. One irony is the naming of two classes Waterburies — after the well known US clocks. The Great Eastern Railways' 0-6-0s (also known as Swifts) gained their name through unpunctual timekeeping. However the North Eastern Railways' 4-4-0s gained their name for their excellent time record. All in all an absorbing topic.

Coming closer to home a book about Victoria's electric railways. I will always remember my first sight of Melbourne's electric railways in 1964. They seemed ancient by comparison with those of Sydney. The sight of so many wooden bodied multi-doored red trains was strange. This book has explained the development of the VR's electric system. The reason so many trains in 1964 seemed so old was because they were — some dating back to 1887.

This book was written by S. E. Dornan and R. G. Henderson. It contains within its 104 pages a complete history of this railway system with descriptions of equipment. It will be a source of reading for some time. The amount of detail is staggering. The history of the system starts with plans for electrification and gives details of the many schemes.

A well illustrated book it has colour photographs on the front and back covers which serve to illustrate the two main colour schemes; red, and blue and gold. The more recent stainless steel cars don't really need a colour photo. Almost every second page has a photo and additionally the centre spread has a map of the system which is supplemented at the back with diagrams of the track.

I can't, of course, give you a detailed critique of the accuracy of the book. I am assured that it is correct. My only criticism of this book is its layout. It is divided into only two sections. The first taking 45 pages is titled "General Aspects" and covers history of lines, equipment, power supply, operations etc. The next section takes up virtually the rest of the

book and is a line by line description of the system. The book lacks an index making things hard to find. A division of the book into distinct chapters would have helped.

Don't let my criticism deter you. I've found this book so interesting that I've even been reading it on the ferry (I usually look at the boats and think about sailing). Its a good book worth buying.

"The Road to Preservation" by T. Middlemass and "Locomotive Nicknames" by T. Middlemass published by Steamchest Publications England. My copies from Locomotion Products, 14 Jennifer Crescent, Thirroul. 2515. Price \$2.95.

"The Electric Railways of Victoria" by S. E. Dornan and R. G. Henderson. Published by the Australian Electric Traction Association GPO Box 1017 Sydney 2001. My copy from the publishers. Price \$6.00

AMRM NEWS

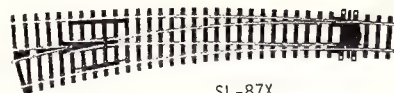
Continued from page 42

Those who are fortunate enough to know Allan are aware of his capabilities as a modeller, his attention to detail, and the fact that he never seems to produce an incorrect or poor looking model, in fact some of his work has won first prize in the AMRA competition. Allan is also known for his patience and even temper. Well, it is only natural to desire a locomotive to haul all the high quality rolling stock, so why not build a white metal loco kit up into a revenue earning unit. The task is simple, the tools are few, and with plenty of advice from many, a quality detailed model is the result. But despite all the simplicity, tools and advice the kit will not assemble, so patience prevails and the unit is put away till another night. THAT night arrives and the parts are spread out to facilitate a speedy assembly, but still it will not go together, so try again, and again, and again, until that well known patience runs out, a hammer is taken in hand and then brought down fiercely upon the part assembled kit. Allan's crime, was, (after the heat of the moment had worn off) to mention the episode to his mates, who all chose not to let Allan forget his deed. Well Allan has served his punishment, and now that all AMRM readers know of the incident, there will be no fun for any of us (his mate's) to make a pun at Allan and his Hammer. The kit, as the story goes is now running, one of his mates got his hands to it. That's what mates are for.

PECO HO/00



SL-94X



SL-87X

HO/00 SETTRACK

ST-200 Standard Straight
 ST-201 Double Straight
 ST-202 Short Straight
 ST-205 St'd Straight w/isolating
 Switch
 ST-220 St'd No. 1 Curve - 15" rad.
 ST-221 Double Curve No. 1 Rad. . .
 ST-222 Half No. 1 Rad. Curve . . .
 ST-225 St'd No. 2 Curve - 18" rad.
 ST-226 Double No. 2 Curve
 ST-227 Half No. 2 rad. Curve . . .
 ST-240 Right Hand Point
 ST-241 Left Hand Point
 ST-250 Crossing
 ST-255 Ballast Units - R/H Points
 ST-256 Ballast Units - L/H Points
 ST-265 Ballast Units - Crossings
 ST-266 Level Crossing w/gates . . .
 ST-267 Level Crossing w/booms . . .
 ST-270 Buffer Stops
 ST-271 De-coupling Unit
 ST-273 Twin Power Connecting Clips
 ST-280 Track Fixing Nails

SL-95X 3ft Radius Point - R/H . .
 SL-96X 3ft Radius Point - L/H . .
 SL-97X Short Y Point
 SL-98X Long Y Point
 * * * * *

INTERNATIONAL (FINE SCALE) POINTS for
 N.M.R.A., British and European Fine
 Scale standards. Wood grained sleepers
 nickel silver rails.

SL-686X Curved Point - R/H
 SL-687X Curved Point - L/H
 SL-688X 5ft Radius Point - R/H . .
 SL-689X 5ft Radius Point - L/H . .
 SL-691X 2ft Radius Point - R/H . .
 SL-692X 2ft Radius Point - L/H . .
 SL-693X Short Crossing
 SL-694X Long Crossing
 SL-695X 3ft Radius Point - R/H . .
 SL-696X 3ft Radius Point - L/H . .
 SL-697X Short Y Point
 SL-698X Long Y Point
 * * * * *

FIXINGS ETC.

SL-10X Rail Joiners, nickel silver
 Packet of 24
 SL-10B Rail Joiners, brass
 Packet of 24
 SL-11 Insulated Rail Joiners
 Packet of 12
 SL-14 Track Fixing Pins - Pkt . .
 SL-17 Stud Contact Strip to convert
 track to 3-rail - 6 feet
 SL-18 Stud Contact Strip for points
 & Crossings
 SL-29 Decouplers - Triang (2) . .
 SL-30 Decouplers - A/HD (2) . .
 SL-31 Decouplers - Trix (2) . . .
 SL-36 6ft Way Gauge
 SL-40 Rail Built Buffer Stop Kit
 SL-41 Sleeper Built Buffer Stop
 IL-13 Track Spikes Pkt
 IL-20X Fishplates, nickel silver for
 flat bottom rail Pkt of 25
 IL-21X Fishplates, nickel silver for
 Code 95 Bullhead Pkt of 25
 * * * * *

MOULDED BALLAST

FOAM BALLAST UNDERLAYS

SL-50 For Track, 5 metre roll . .
 Point Underlays in packs of two
 SL-51 for SL-91X
 SL-52 for SL-92X
 SL-53 for SL-93X
 SL-54 for SL-94X
 SL-55 for SL-88X
 SL-56 for SL-89X
 SL-57 for SL-94X
 SL-58 for SL-90X
 SL-59 for SL-95X
 SL-60 for SL-84X
 SL-61 for SL-85X
 SL-66 for SL-86X
 SL-67 for SL-87X
 SL-68 for SL-98X

NOTE: Point underlays fit corresponding
 numbers in Electrofrog and International
 Points. E.g. SL-51 fits SL-91X, SL-91X
 and SL-691X.

ROLLING STOCK ITEMS

R-1 Autocouplers w/brackets (2)
 R-2 Autocoupler hooks only (2) .
 R-5 Insulaxles, type A/C (2) . .
 R-8 Fibre Washers, type 00/6 for
 00 & EM rolling stock axles
 Packet of 50
 R-10 Wheels - 12mm wagon - 4 Pr.
 R-11 Wheels - 3-hole Disc 12mm
 4 Pairs
 R-12 Wheels - 14mm Coach - 4 Pr.
 R-13 Wheels - 14mm Mansell - 4 Pr.
 R-15 Plastic Bearing for wheels
 R-10 to R-13 Pkt of 24 . .
 R-18 16mm Spoked Tender Wheels
 3 Pairs
 R-28 Fitted Stock Set
 R-30 Brass Bearings for R-18 (50)
 R-37 Wagon Underframe, 9ft w/base
 R-38 Wagon Underframe, 10ft w/base
 * * * * *

LINESIDE KITS

LINESIDE KITS

LK-1 Water Tower
 LK-2 Water Stand pipes
 LK-3 Coal Staiths
 LK-4 Platelayers Hut
 LK-5 Coal Office
 LK-6 Station Bookstall
 LK-10 Plate Girder Bridge Sides (2)
 LK-11 Truss Girder Bridge Sides (2)
 LK-21 Chocolate Machines (6) . .
 LK-22 Weighing Machines (4) . .
 LK-23 Milk Churns (24)
 LK-24 Packing Cases (6)
 LK-25 Platform Seats (12)
 LK-31 Single Tunnel Mouth with
 wing walls
 LK-32 Double Tunnel Mouth with
 wing walls
 LK-33 Single Road Bridge Side
 with wing walls
 LK-34 Double Road Bridge Side
 with wing walls
 LK-40 Stone Walling, 7½" x 10" . .
 LK-45 Flexible Field Fencing . .
 LK-46 Field Gates, Stiles &
 Wicket Gate
 LK-50 Level Crossing Gates with
 wicket gates and fencing
 LK-51 Boom Gates with fencing . .
 * * * * *

FULL COLOUR BACKGROUND SHEETS

Size 29" x 9"

SK-11 Distant Hills
 SK-12 Distant Cultivated Hillside
 SK-13 Distant Hills & Crops
 SK-14 Accessory Sheet - Tree &
 Foreground etc.
 SK-15 Village
 SK-16 Town
 SK-17 City
 SK-18 City Extension
 SK-19 Sky with clouds

This size is recommended for 0, HO/00
 and TT gauges. SK-19 suits all gauges.

CATALOGUE FOR HO/00, 0, 0-16.5
 & 00-9

FLEXIBLE TRACK

FLEXIBLE TRACKS - 906mm (1 yd.) long

SL-100X Wood Grained Sleepers &
 Nickel Silver Rails
 SL-100S Wood Grained Sleepers &
 Steel Rails
 SL-100B Wood Grained Sleepers &
 Brass Rails
 SL-102X Concrete Sleepers &
 Nickel Silver Rails
 SL-102S Concrete Sleepers &
 Steel Rails
 SL-102B Concrete Sleepers &
 Brass Rails

UNIVERSAL POINTS - INSULFROG (Wood-
 grained sleepers & nickel silver rail)

SL-84X Catch Point - R/H
 SL-85X Catch Point - L/H
 SL-86X Curved Point - R/H
 SL-87X Curved Point - R/H
 SL-88X 5ft Radius Point - R/H . .
 SL-89X 5ft Radius Point - L/H . .
 SL-90X Double Slip Point
 SL-91X 2ft Radius Point - R/H . .
 SL-92X 2ft Radius Point - L/H . .
 SL-93X Short Crossing
 SL-94X Long Crossing
 SL-95X 3ft Radius point - R/H . .
 SL-96X 3ft Radius Point - L/H . .
 SL-97X Short Y point
 SL-98X Long Y Point
 * * * * *

UNIVERSAL POINTS - ELECTROFROG (Wood-
 grained sleepers & nickel silver rail)

SLE-86X Curved point - R/H
 SLE-87X Curved Point - L/H
 SLE-88X 5ft Radius Point - R/H . .
 SLE-89X 5ft Radius Point - L/H . .
 SLE-91X 2ft Radius Point - R/H . .
 SLE-92X 2ft Radius Point - L/H . .

* * * * *

from good hobby shops everywhere

REVIEWS

HOW TO OPERATE YOUR MODEL RAILROAD by Bruce Chubb. Published by Kalmbach. My copy from St George Hobbies, 504 Rocky Point Road, Sans Souci. Price \$14.95.

I have intended purchasing a copy of this book since it first became available locally about 18 months ago but its price made me hesitate. Recently I took the plunge and, after two weeks full reading consider this to be one of the most interesting and value for money publications in the Kalmbach range.

The book is authored by Bruce Chubb and regular Model Railroader readers will be familiar with his superb Sunset Valley Railroad. In fact several of the chapters of this book have appeared as articles in MR over the past 10 years.

These articles have chronicled the attempts by the author over a long period of time to develop systems and techniques which would allow him to operate his model railroad in the most prototypical manner practicable. His endeavours and original contributions in the field of operation (which I believe is the highest form of railway modelling) have placed him amongst the select group of modellers such as Frank Ellison, John Allen, Allen McClelland etc who have considerably influenced and advanced the hobby in the US and consequently the hobby in Australia.

With an author with this type of background and credentials I had high expectations of this book and I was not disappointed.

The book itself is divided into 14 chapters (184 pages) and these can be grouped into four categories.

Chapters 1 and 2 cover the basics of railroad operation and the need for a layout to have a purpose. Layout design and its relationship to operation is emphasised in this section.

Chapter 3 is a description of the author's Sunset Valley Railroad designed to familiarise the reader with the layout on which many operating concepts will be demonstrated.

Chapters 4, 5 and 6 introduce the physical side of railroads. The many variations that are covered by the label 'train' are discussed as is that backbone of most model layouts "switching" (or shunting in local terminology). A chapter on the people who keep a railway moving completes this section and who you identify with in this chapter (engineer, guard, dispatcher, signalman, etc) will probably have a large influence on your layout design and method of operation.

Chapters 7 to 11 introduce the concepts which are used to duplicate prototype operation on the model layout. It is here that the author shows his contributions to the hobby over the years.

Chapter 7 covers the key questions of time and distance with much useful information on train speeds, switching time, etc and an excellent discussion on the use of fast time together with how to construct a fast clock.

Chapters on the development and use of timetables and train graphs, signals and communications and a most interesting coverage of the role and functions of the dispatcher on a model layout follow.

Chapter 11 on freightcar forwarding demonstrates systems which provide the reasons for moving rolling stock about the layout. Waybills, card order systems, switchlist systems and car marker systems are covered in a way which demonstrates that any layout, no matter how large or small can become a living entity with a reason for existence through these systems. In terms of the most reward for the least work in expanding the concept of a layout this is probably the most relevant section in the book.

Finally, chapters 12, 13 and 14 put it all together and give practical examples of making the above concepts work.

Chapter 13 covering an operation session on the Sunset Valley had me fascinated and itching to try many of the concepts contained in the book but then the whole book had the effect of expanding my horizons on operating a layout.

Technically the book is excellent and I found no production or print errors. The text is eminently readable and the multiplicity of diagrams are a pleasure to follow.

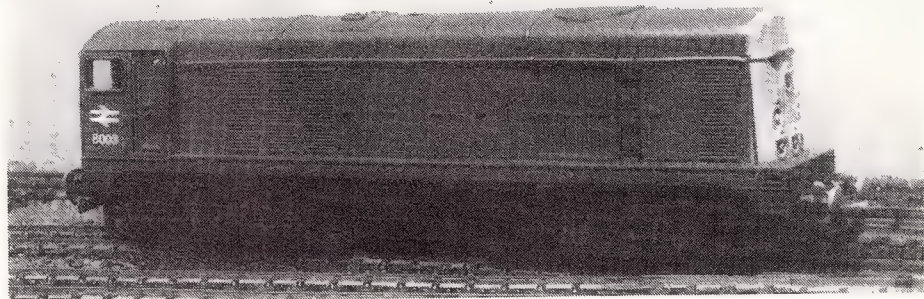
The author's emphasis on operation rather than just building a model of a railway, to me is the way forward for the hobby in Australia.

Overall then, a most enjoyable book full of useful information and thought-provoking ideas.

If you are planning a layout no matter how large or small or have built one but are still at the stage of just running trains then this book is for you and may just result in turning that model of a railway into an operating transport system in miniature.

Even at \$14.95 thoroughly recommended.

Ron Cunningham



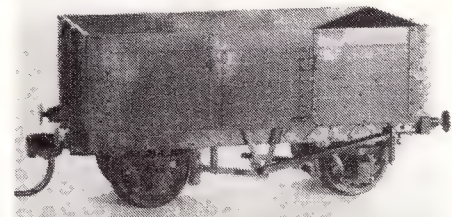
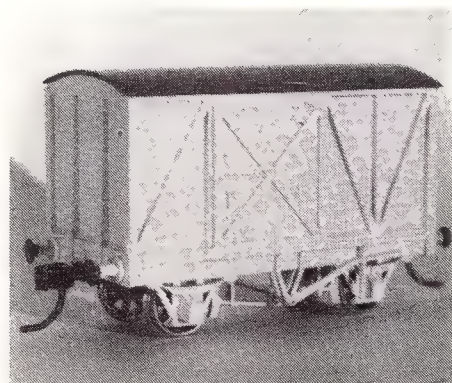
Subsequent years saw the introduction of the 2-rail version, D8017, and the later demise of the entire Hornby-Dublo range.

However, like Phoenix rising from the ashes, G & R Wrenn came to the rescue and have gradually reintroduced most of the old Hornby-Dublo range under the Wrenn label. One of the most recent revivals has been the Bo-Bo diesel in the green colour scheme as D8017 and the modern blue livery as D8003. From information and photographs in English magazines, the model is apparently a faithful reproduction of the prototype.

On the layout the loco performs well and has no trouble hauling a long train of old type Hornby-Dublo wagons (i.e. non pin-point axles) around Peco Settrack curves. The bogies and chassis have been revised when compared to the earlier product, the most noteworthy fact being that the traction tyres are now on the same side of the bogie, not on the same axle. This was a bad feature of the earlier 2-rail model which did not allow a smooth performance. Finer handrails are now fitted to the superstructure thereby enhancing the already high standard of finish.

In summary, a good model of one of the more interesting types of British diesel and a worthy addition to a modern image layout.

David Taylor



Slater's 8T Box Van, and Private Owner wagon kits. Models supplied from Fybren Models, PO Box 88, Ivanhoe Victoria. Price: Box Van Kit \$5.80; PO Wagon Kit \$5.25.

These kits are OO scale models of Midland Rly prototype vehicles. Each kit consists of plastic injection mouldings of the sides, ends floor, solebar and axlebox assembly brake gear, and roof for the box van. Also included are turned and chemically blackened brass buffers, a packet of Maygib 12 mm dia spoked wheels and brass axle bearings, two sets of beauf decals, and moulded tension-lock (Hornby) couplers if needed.

Slater's kits are characterised by superb moulding, with a very high standard of detail. The PO wagon has interior detail if you wish to run it as an empty wagon. I cannot comment on the accuracy to prototype; that has been covered more adequately by reviewers in the British model press. However, some body styles can suitably represent Australian prototypes, if they do not prove too big when re-measured in HO scale. The 8 ton Box Van is of a very small British prototype. I intend to use it as a representation of one of the

nineteenth century wooden outside braced SAR vans that lasted until W. A. Webb burnt them all in the 1920's. To illustrate its size, it is in fact within a few inches of the length and width of the tiny NSWGR ABV van still seen around the system.

I assembled the kits with Britfix liquid Poly-70 cement, and they go together easily and quickly. The instructions are brief but adequate; the exploded diagram being all that is really required. They do contain very detailed information on the prototype, some of which is of general interest to the Australian modeller.

The underframes on OO scale kits are usually about nine inches too high for HO scale. There are three quick dodges I use to get around this. The first is to replace the 12 mm dia wheels with the correct 10.5 mm dia ones. (Hang onto the Maygib wheels until the next AMRA auction — they are much sought after bargaining items.) Next, trim one millimetre off the top of the wood solebar (though this wasn't required with the PO wagon), and lastly, raise the axle itself in the axlebox — extend the recess for the bearing, in the back of the box, upwards with a 2.0 mm drill twirled in the fingers. A little is trimmed off the bottom of the axlebox castings themselves to balance the appearance.

Following early SAR practice, I installed the brake gear on one side only, in a job that took just seconds. Getting the brake gear supplied is the overall advantage of using OO scale underframe and wagon kits. The other set, and the spare decal sheet, went into the scrapbox for scratchbuilt wagons.

The modified wagons are shown in the photos. I decided to use the Maygib wheels which came with the PO wagon as they were an open spoke pattern. These are not available in 10.5 mm dia, and there are a number of wagons around Australia still fitted with them. Each wagon was weighted to 60g with sheet lead, and fitted with Kadee couplers.

HO dimensions for the two vehicles are: Box Van, 10'3" wb, 17'3" length over headstocks, 8'9" width, 9'3" high box; Private Owner Wagon, 10'3" wb, 17'0" length, 8'11" width.

They are easy kits to assemble for the beginner, and may be useful to both beginner and experienced modeller alike.

Ross Hurley

Corrugated Styrene Sheet in HO from G. Duncan, 18 Waratah Avenue, Glenhuntly, Vic. 10 sheets 150x75mm from \$3.00 post paid.

This item is a similar product to the excellent aluminium corrugated sheet produced by Gordon Duncan except that it is, as the name implies, made from styrene. Comparison of the two materials is hard to avoid as they both try to achieve the same result, namely to represent that great Australian building product — corrugated iron.

The styrene sheets are .010" thick, or just over twice the thickness of the aluminium. Being styrene it is easy to cut and shape, except perhaps where sharp corners are involved. There are plenty of good styrene glues available and the styrene will not crinkle or lose its corrugations as the aluminium will if one is not careful.

The corrugations are a scale size and look good particularly when weathered. The styrene will not hold a curved shape well so, for applications such as wagon roofs, the aluminium will still be preferable.

In the case of structure walls and roofs, which is the major use corrugated iron is put to, the styrene works well. A good backing is needed, as is with the aluminium. The thickness maybe a problem if you want to use scale size sheets, and any overlap would be far too large with the styrene. Any ends of the sheet would need hiding, but in most structures this happens anyway.

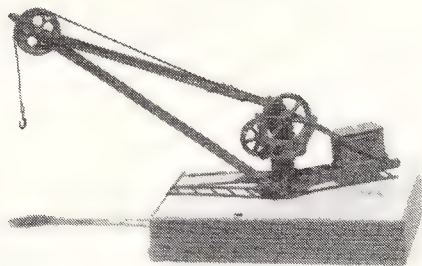
Overall, an excellent product which will complement the Duncan range of corrugated iron. It will be particularly useful in certain applications or if you prefer working with styrene.

A good Australian product at a very reasonable price.

Ron Cunningham

1½ ton yard crane kit by ABS Models. Sample from St George Hobbies, 504 Rocky Point Road, Sans Souci 2219. Price \$3.75.

This is a white metal kit in ABS Model's Sidelines



Series. The kit consists of a dozen cast metal parts and, like most of this firm's castings they are of a very high quality with little or no flash.

I began assembly of this kit by removing all parts from their sprue and cleaning up each part with an old file. (White metal makes a mess of files so don't use your best.) I then carried out a trial fit of the parts to see how the kit went together and while this is a good policy with any kit it is essential with this particular one due to the completely inadequate set of instructions provided. No overall diagram is provided and one has to puzzle through a long set of written instructions which are at times difficult to follow. If you have any trouble the accompanying photograph should help.

Some of the parts are a little bit fine but the pieces fit together well and produce a robust and good looking model.

I used superglue throughout assembly and the only change I made was to replace the chain provided in the kit with some thin fuse wire to represent steel winding cable.

The cast metal base comes in two pieces which snap together but leave quite a visible join. I filled this with panel metal to produce a smooth surface which could be painted to represent the concrete base on which I wanted to mount the crane.

The base I made from a block of balsa suitably covered with plastic brick material with the cast metal plate attached and painted concrete in colour. The crane was given a coat of basic grey together with some rusty weathering and the model was complete.

The scale (OO) is not a problem and what really attracted me to this model is its likeness to those that saw service on the NSWGR. The accompanying photograph shows a similar crane mounted on a four-wheel underframe still in service on the NSWGR. Some differences are evident but the overall likeness is very close. (A similar kit is available from ABS which includes a four-wheel underframe for a wagon mounted version of the crane.)

In summary then, an excellent quality kit, easy to assemble with the added bonus that it is at home on an Australian layout. It is certainly superior to the other crane kit usually found on local layouts and at a most reasonable price.

Ron Cunningham

Scribed Weatherboard Sheetwood. 8" boards in HO by G. Duncan, 18 Waratah Avenue, Glenhurst, Vic. 5 sheets 300x75x3mm for \$2.25 post paid.

Made from 3mm thick 3 ply these sheets are scribed to represent a widely used Australian building technique, weatherboard siding.

The scribing is accurate and consistent with an outline and finished appearance which is quite realistic. Being good quality 3 ply structures made from this material will need only minimal bracing. I have used this 3 ply on several structures and the resultant buildings are strong enough to almost withstand the infamous Alan Brown kit-bashing hammer. (Don't try me! Ed.)

Not much more I can say about this product except that it is a high quality product with many applications for the Australian modeller. Another good Australian product at a very competitive price from Gordon Duncan.

Ron Cunningham

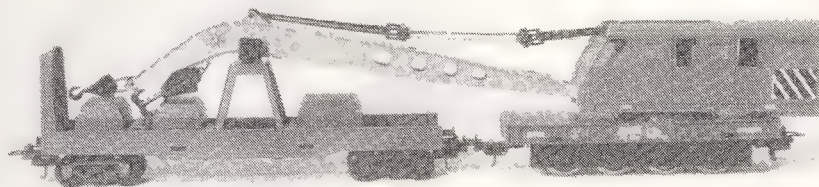
Lima breakdown crane — Sample supplied by John Leeman & Son Pty Ltd. RRP \$21.95

A nice model of a large European style breakdown crane which has a working jib and hook. The latter are actuated by large knobs which are supplied as separate items. The crane comes with bogie matchtruck fitted with bentendord bogies and is adequately detailed. The sample was lettered for the SNCF and the catalogue also shows the crane in a British livery. A specialised vehicle suitable for a main line layout which would provide the opportunity to run work trains with a difference.

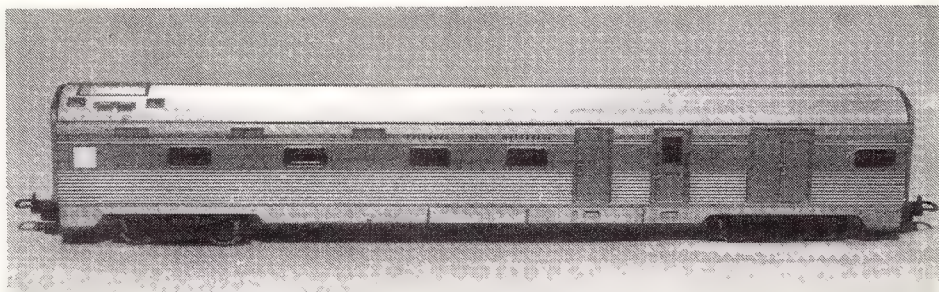
Graham Ahearn

Lima Indian-Pacific Power Van. RRP \$6.95

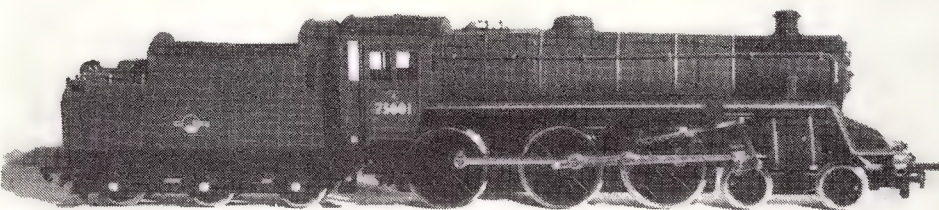
This model is a source of satisfaction in some respects and a great disappointment in others. Eagerly awaited for some time (following the supply of many detail photographs by magazine staff), the power van is unfortunately just an IP car with



Lima breakdown crane.



Lima Indian Pacific Power Car.



Mainline Class Four 4-6-0.

new side mouldings. It must be said that the sides are very nicely detailed with even the car coding and number correctly shown in raised lettering on the skirting. The extra strip of ribbing over the bogies makes the van appear to sit lower and improves the appearance immensely in this respect. The major fault however is the roof. It is minus all the fans etc which characterise the HGM power van and are not easy things to scratchbuild. The front end should not have the diaphragm but should have a ladder, matters which are somewhat easier to rectify if so inclined.

All in all we cannot fault the new work Lima have done but we feel rather frustrated in having as with the C38 locomotive, a model which is correct much of the way but not completely.

Graham Ahearn

original releases by Mainline and some improvements to fittings such as wheel rims can be detected, when compared to the initial batch. The sample was of the locomotive in original condition with single chimney and in lined BR passenger livery. The model captures the prototype well and it is evident from the enclosed instruction sheet that Mainline have made every effort to make an accurate model. The model performed well under test there being no traction tyres fitted and no problems experienced with back to back measurement of the wheels.

As there are few models of the BR standard class locomotives, I am sure this will be a popular model with British prototype modellers.

Graham Ahearn

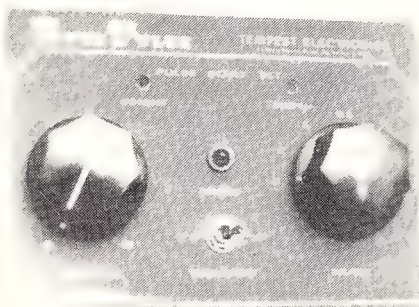
Mainline (Class 4) 4-6-0 steam locomotive — Sample supplied by Hobby Dynamics Pty Ltd. RRP \$62.75

The opportunity to evaluate some of the Mainline range has at last occurred and it has lived up to expectations. The Class 4 locomotive was one of the

EXHIBITIONS

MELBOURNE — Victoria. March 7th to 10th at Camberwell Civic Centre. Open Fri/Sat 10.00-22.00. Sun/Mon 10.00-20.00. Admission \$1.20/50c. Organised by the Australian Model Railway Association, Victorian Branch.

New, Improved Design—Mk II



For further information, send 9" x 4" S.S.A.E.

TEMPEST ELECTRONICS

33 Borg St., Scoresby, Vic. 3179. Tel.: 763 5584

AP7000 AUTOPULSE THROTTLE

Add a new dimension to your layout with this remarkable electronic controller. Drive your trains smoothly with speeds as slowly as 1/4" in 30 seconds using throttle only (similar to rheostat) or . . . switch to "Inertia"; set the throttle and watch the train slowly build up to pre-set speed. Then bring it to a gradual stop or select from 3 other brake speeds.

● Fully protected electronic circuit.

● 2 year guarantee.

\$39.95 from dealers in your State.



NEPEAN SUB-BRANCH EXHIBITION

The Fifth annual exhibition by the Nepean Sub-branch (NSW Branch) of the AMRA was held on August 25/26, 1979 at the St Mary's Memorial Hall in the Western suburbs of Sydney. Previously, this exhibition had been held at Warrimoo on the lower Blue Mountains and staged on the very exhibition overcrowded June long weekend.

The change of venue and dates were not the only improvements this year. It is encouraging to see someone make the first move to rationalise the June weekend thing. The new hall allowed the organisers the scope to include more layouts and this year this meant some better ones as well. However, it would be hoped that a little more consideration will be given to space between exhibits next year once the organisers get a better feel of the hall.

Col Shepherd and Norm Read had their "O" gauge layout in operation and actually Norm was carrying out a minor repair to pointwork while I was there; a very rare sight indeed. (A little bit of Hume Highway trouble! Ed.) Other groups participating were Warrimoo MRC showing very good local prototype trains on a not so local scene in HO, Keith Robinson's familiar Marklin layout, the Sydney N Gauge MRC with one of their many layouts, the AMRA (NSW Branch) with 'Tickhole Tunnel' and E. Millet's 3 mm scale German prototype layout.

The Sub-branch themselves provided two layouts, namely a revised N gauge layout together with the main club layout which featured HO, HO_N3 and HO_N2½ all on the one layout. This layout impressed me somewhat, especially the very fine HO_N3 locomotives. Unfortunately the lighting in the hall did not do it justice. Maybe some mini portable floods would not go astray; the work deserves to be seen.

The societies were represented by AMRA, together with the NSWRTM and Zig-Zag, while the trade representation came from Railmag, Alice's and Punchbowl Drive-in Hobbies. The latter also had an LGB layout. Penrith City Library had a display of the Library's railway books, a most novel approach for an exhibition. In an annex to the main hall was an art

exhibition which even had a few train paintings.

The exhibition has come a long way since that first effort at Warrimoo in 1975 and this year was well worth a visit. Some novel ideas were included and if the organisers build on this effort we could very well have a good pipe opener to the Big Show in October.

Phil Collins

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore.
Membership Enquiries:
P.O. Box 84,
Miller, N.S.W. 2168.

DIVISIONAL REPRESENTATIVES:

Queensland:

Peter Kelly,
8 Moorhouse St.,
Bald Hills, 4036.
Ph: (07) 2611512

New South Wales:

George Giraldi,
322 Elizabeth Dr.,
Mt. Pritchard, 2170.
Ph: (02) 602 3117

Victoria:

Barry Moore,
1/1613 Fern Tree Gully Rd.,
Knoxfield, 3180.
Ph: (03) 763 8763.

The Annual Membership fee for the SCMRA is \$8 from March to February and \$6 Joining Fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM, and our newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the secretary or contact the divisional representative

Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative

New South Wales

December 8: Christmas B-B-Q at Brooklyn
January 12: Meeting at Greenacre.
February 9: Meeting at Naraween.

BACK ISSUES

The following issues are available
subject to prior sale:-

- No. 1 — April/May, 1963 (Reprint)
- No. 39 — July/August, 1969
- No. 40 — September/October, 1969
- No. 41 — November/December, 1969
- No. 44 — May/June, 1970
- No. 50 — May/June, 1971
- No. 54 — January/February, 1972

All the above are available at the price of 45c each, including post and packaging.

- No. 74 — September/October, 1975

The above issue is available at the price of 55c each, including post and packaging.

- No. 78 — May/June, 1976
- No. 80 — September/October, 1976

Issues 78 and 80 are available at the price of 65c each, including post and packaging.

- No. 82 — January/February, 1977
- No. 83 — March/April, 1977
- No. 84 — May/June, 1977
- No. 85 — July/August, 1977
- No. 86 — September/October, 1977
- No. 87 — November/December, 1977

Issues 82 to 87 are available at the price of 85c a copy, including post and packaging.

- No. 88 — January/February, 1978
- No. 89 — March/April, 1978
- No. 91 — July/August, 1978
- No. 92 — September/October, 1978
- No. 93 — November/December, 1978
- No. 94 — January/February, 1979
- No. 95 — March/April, 1979
- No. 96 — May/June, 1979
- No. 97 — July/August, 1979
- No. 98 — September/October, 1979

Issues 88 onward are available at the price of \$1.05 a copy, including post and packaging.

Please nominate a second choice, in case of non-availability of the required issue.

Please list issues required on a sheet of paper separate from any other matter.

If including stamps as part payment, please ensure that the face value of each stamp does not exceed the standard postage rate (20c).

Please allow at least 21 days for the delivery of goods.

Post Your Order to:

SCR PUBLICATIONS
P.O. Box 235,
MATRAVILLE, N.S.W. 2036

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, not do we necessarily subscribe to the views expressed or implied by contributors. Neither is any guarantee implied or expressed as to the good conduct or practise of advertisers herein. This publication reserves at all times, the right to refuse acceptance to any matter considered unsatisfactory for publication.

The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 235, Matraville, NSW 2036. Please address all correspondence to the Editor.

TRAINWORLD HOBBIES Mail Order Specialists

OFFERS SPECIAL RATES TO CLUBS
AND MEMBERS OF CLUBS

BRANDS INCLUDE LILIPUT VOLLMER
ARNOLD RAPIDO PECO RIVAROSSA
ROCO KIBRI POLA LOCOMOTION
AMC AND AMRI PRODUCTS
MARKLIN HAMO

USED MARKLIN AT SPECIAL RATES

MARKLIN SPARE PARTS

DISCONTINUED MARKLIN LINES

TOP PRICES PAID FOR USED
MARKLIN

WRITE OR PHONE FOR DETAILS OF
OUR LOW LOW PRICES

MARKLIN MAGAZINE ALSO
SUPPLIED TO ORDER

RING

(046) 25 5861 OR (046) 25 1745

OR WRITE TO
PO BOX 490,
CAMPBELLTOWN, 2560
INSPECTION BY APPOINTMENT
ONLY

NEW N SCALE

ROUNDHOUSE

50' Hi-Cube 'Flat Top' Box Cars 6.75 ea
UP, B&O, N&W, Rio Grande, SP, S. Fe.
50 High side, THRALL Style Coal
Gondola 6.75
UP, BN, Rio Grande, Wis Electric, Comm
Edison, Lake Erie, Franklin & Clarion.

QUALITY CRAFT MODELS

Craftsman Kits less Trucks, Couplers 6.15
(Railbox, 50' Santa Fe Refrigerator)

CON-COR

US Style Coaches 7.90
(Incls Amtrak, BN, D&RG, SP Daylight)

KADEE

40' Box SP Overnight 7.60
" " Great Northern 7.10
" " Western Pacific 6.95

**WALTHERS N SCALE CATA-
LOGUE**, For 79/80 is now available 3.80
incl Postage.

WALTHERS 1980 HO Catalogue,
should be available late December, early
January. More pages, new items and ideas.
Priced at 5.00 per copy. Please add postage
Qld 1.15, NSW 2.25, Other 2.60 ea.

RAIL CARD

A total of 63 Jumbo 5½ x 8¾ postcards
featuring a variety of Railroad scenes, incl
diesel and steam. Covers Amtrak, BN, S Fe,
SP, UP D&RG, EL, MP, Milw etc. 40 cents
each (full set 63 cards 22.95).

SPARE PARTS Now available for Atlas
Minitrix, Con-Cor, incls Motors, Bodies,
horns, gears, bulbs.

J. & J. HOBBIES

PO Box 155, Beaudesert,
Queensland 4285
Ph (075) 41 1014

TEN WHEEL DRIVE

Wish all modellers the compliments of
the season and would like to thank our
customers for their support throughout the
year.

The production of our N scale
Fluorescent street lamps has been delayed
due to tooling requirements, but they will
be worth waiting for.

SO

While waiting why not dress up your
layout with our HO and N scale
BILLBOARD POSTERS and our new VR
PERIOD STATION POSTERS.

**TRADE ENQUIRIES ONLY TO:
TEN WHEEL DRIVE
6/11 OSBORNE GROVE,
PRESTON 3072.**

Paintings a problem for you on your rollingstock?

Please write or call at the RAILWAY PAINT
SHOP and ask for Greg who can assist you
with your problems.

Prices as follows:

Spray Painting brass engines, including de-
cating and weathering\$20
Re Decaling & Painting only \$15
Weathering only brass & plastic locos and
goods wagons etc. \$10
Painting carriages and goods wagons
only \$ 5
Also live steam engines \$50 to \$100

THE RAILWAY PAINT SHOP

32 MILITARY RD,
MERRYLANDS. 2160
NSW Ph (02) 637 4126

Shop 7, Demeyrick Avenue & Hume Highway
Casula, NSW 2170

Casula Hobbies

(02) 602 1348

As well as our extensive range of Australian outline (see separate advert) we also stock a large range covering:-

LOCOS & ROLLING STOCK

Liliput
Roco
Wrenn
Mainline
Lima (HO & N)
Rivarossi (HO & N)
Mehanoteknika
Bachmann (HO & N)
Atlas (HO & N)
Athearn
Model Power
Peco (N)
Arnold (N)

ELECTRICAL

Locomotion Mk3 Throttle
Locomotion Twinette control
H & M Transformers
Peco Pointmotors
Peco Switches
Momentary Contact Push Buttons
Sagami Motors
Relco Generators
Wires
Grain of Wheat lights.

*No catalogues or
price lists supplied
at this stage.*

BUILDING KITS

Heljan
Merit
Peco Lineside (HO & N)
Kibri (HO & N)
Vollmer
Brawa
Faller
Herpa
Vau-pe

SCRATCH BUILDING & GENERAL

Prototype
Sentinel
BA screws & nuts
BA taps & drills
Styrene Sheet
Brick papers
Full range of
AMRI accessories (HO & N)
M 'n J' Decals (HO & N)
Testors paints & brushes

Mail Orders, Lay-bys,
Bankcard Welcome

Please debit my bankcard
number.

Signature

SCRATCH BUILDING & GENERAL

(cont . . .)
Humbrol Paints
Kalmbach books
Kadee Couplers (HO & N)
Merten Figures
PMH Bogies
X-acto
Zona
Trees
Flock
Cork
Lichen
Locomotion Coal
& Ballast (HO & N)
Wiking Cars & Trucks (HO & N)

TRACK & POINTS

Peco Insulfrog & Electrofrog (HO)
Peco Insulfrog (N)
Peco & Roco track

*Call, write or phone
Joe or Ken*

Expires

AUSTRALIAN MODEL CRAFT CO.,

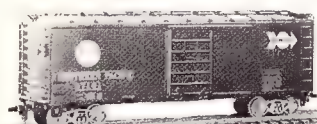
Technical Advice & Mail Order Section

P.O. Box 118, Albury. 2640

Post will be charged at cost on orders up to \$20.00, allow 15c in \$, any excess will be credited. Orders of more than \$20.00 are post free.

ROUNDHOUSE HO/00

40ft STEEL AAR BOX CAR - SOUTHERN PACIFIC
No. 1050



\$450

RIVAROSS N Gauge

9105 GM SW1500 COW - BURLINGTON with headlight. Driven on all wheels



\$4500



ALL SCALES
GRANULATED
FOAM

7162 Spring Green
7164 Mid Green
7166 Dark Green

\$120

HO/00

1271 INDIANA HARBOR BELT 0-8-0 SWITCHER
has detailed Walschaert's valve gear,
working headlight and booster on lead
truck of
tender.



\$9250

RIVAROSS

HO/00

1927 EMD E8 DOUBLE UNIT - NORTHERN PACIFIC
1926 EMD E8 DOUBLE UNIT - SANTA FE
One powered, one dummy, headlights etc.

RIVAROSS

\$7995



VOLLMER

5527 OIL LOADING
PLATFORM
343x51x77mm



\$795

HO/00

VOLLMER

2531 STONE BRIDGE
ABUTMENTS

\$675



HO/00

1225 B. & O. 0-4-0 SWITCHER WITH SLOPE
BACKED TENDER



\$4995

HO/00

RIVAROSS



ALL SCALES

7101 JUNIOR SCENIC
PACK

\$325

7190 LARGE SCENIC
PACK

\$700

12012
101 TRACK PLANS
How to choose your
track plan, how to make
it & how to change it
to suit your needs.

\$425

HO PRIMER
beginner's book that
gives data for all in
the most popular of
scales

\$525

12008
SCENERY FOR
MODEL RAILROADS
The best methods with
photos and drawings.
Includes hard shell.

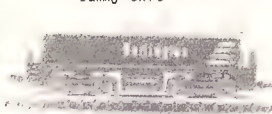
\$525

KALMBACH k BOOKS

RIVAROSS

9115 GM SW 1500 CALF - BURLINGTON
Dummy Unit

N



\$1500

ROUNDHOUSE HIGH SIDED GONDOLAS
(THRALL)

1640 Undecorated 1641 Commonwealth Edison
1643 U.P. 1644 Rio Grande 1647 Peabody
1652 Santa Fe



\$595

HO/00

12011
HOW TO WIRE YOUR
MODEL RAILROAD
Easy wiring for the be-
ginner & advanced mat-
erial for the expert.
Simple text & diagrams.

\$425



12021
N SCALE PRIMER
Up-to-date guide for
the modeller in N. Two
layouts described plus
all the basics.

\$595

RIVAROSS

No. 222 SET

HO/00

CRESCENT LIMITED



\$14500

ROUNDHOUSE HO/00
BILLBOARD REEFERS - 3138 HEINZ 57
VARIETIES



\$595

12015
HO RAILROAD THAT GROWS
From train set to lay-
out in 8 easy stages

\$425

12023
PRACTICAL ELECTRONICS
PROJECTS FOR MODEL
RAILROADERS
Model electronic rail-
roading, throttles,
lighting and sound.

\$475

12034
MORE RAILROADS YOU CAN
MODEL
Nine more railroads to
model. 228 photos &
11 track plans.

\$650

RIVAROSS

1221 B. & O. 0-4-0
TANK LOCO

\$3995



ROUNDHOUSE HO/00

50ft SINGLE DOOR
BOX CARS

1201 Denver & Rio
Grande

1211 U.P.

\$450



RIVAROSS N Gauge

\$7500

9180 FRENCH PACIFIC, Black
9181 FRENCH PACIFIC, Brown



RIVAROSS

1214 'CHIPPEWA-HIAWATHA' HEAVY PACIFIC
\$8500



ROUNDHOUSE HO/00

1502 FLAT CARS (MW)

1506 WAYSIDE KIT #3

1509 SKELETON LOG CARS & ASSAY OFFICE

3 in 1 kits \$950

GOODS SHOWN IN THIS ADVERTISEMENT ARE AVAILABLE FROM AMC STOCKISTS EXCEPT THOSE MARKED WHICH ARE AVAILABLE ONLY FROM AMC BY DIRECT MAIL ORDER.

2818 INDUSTRIAL WORKS KIT

\$1395

620 STEEL ARCH BRIDGE 360mm long

\$875

HO/00

CATTLE CARS - 3262 D. & R.G.W.

3265 A.T. & S.F.

3268 Colorado Midland



\$595

ROUNDHOUSE HO/00

VOLLMER N Gauge

7900 MANUFACTURING PLANT 190 x 90 x 75mm

\$950

811 FACTORY with Loading Bay

\$1395

276 BASCULE BRIDGE Motorised Working Model Kit

\$1595

ROUNDHOUSE HO/00

SHORTY FLAT CARS - 1455 SOUTHERN PACIFIC

\$375

318 STEEL ARCH BRIDGE 360mm long

\$875

HO/00

276 BASCULE BRIDGE Motorised Working Model Kit

\$1595

811 FACTORY with Loading Bay

\$1395

276 BASCULE BRIDGE Motorised Working Model Kit

\$1595

811 FACTORY with Loading Bay

\$1395

276 BASCULE BRIDGE Motorised Working Model Kit

\$1595

811 FACTORY with Loading Bay

\$1395

276 BASCULE BRIDGE Motorised Working Model Kit

\$1595

811 FACTORY with Loading Bay

\$1395

276 BASCULE BRIDGE Motorised Working Model Kit

\$1595

811 FACTORY with Loading Bay

\$1395

RIVAROSS N

SET No. 9007

\$6750

CHIPPEWA HIAWATHA LIMITED



Pacific Loco with 3 cars

VOLLMER

5728 SHANTY

\$675



HO/00

RIVAROSS

1283 HEAVY PACIFIC - SANTA FE

\$9995



RIVAROSS

2311 OLD TIME BOX CAR - CALIFORNIA FAST
FREIGHT

2316 OLD TIME FLAT WITH TANKS - V. & T.

\$750 ea.

2311 OLD TIME BOX CAR - CALIFORNIA FAST FREIGHT

2316 OLD TIME FLAT WITH TANKS - V. & T.

\$750 ea.

2311 OLD TIME BOX CAR - CALIFORNIA FAST FREIGHT

2316 OLD TIME FLAT WITH TANKS - V. & T.

\$750 ea.

2311 OLD TIME BOX CAR - CALIFORNIA FAST FREIGHT

2316 OLD TIME FLAT WITH TANKS - V. & T.

\$750 ea.

2311 OLD TIME BOX CAR - CALIFORNIA FAST FREIGHT

2316 OLD TIME FLAT WITH TANKS - V. & T.

\$750 ea.

2311 OLD TIME BOX CAR - CALIFORNIA FAST FREIGHT

2316 OLD TIME FLAT WITH TANKS - V. & T.

\$750 ea.

ROUNDHOUSE HO/00

40ft STANDARD GONDOLA - 1343 S.P.

1344 U.P.

\$375

40ft STANDARD GONDOLA - 1343 S.P.

1344 U.P.

\$375

40ft STANDARD GONDOLA - 1343 S.P.

1344 U.P.

\$375

40ft STANDARD GONDOLA - 1343 S.P.

1344 U.P.

\$375

40ft STANDARD GONDOLA - 1343 S.P.

1344 U.P.

\$375

40ft STANDARD GONDOLA - 1343 S.P.

1344 U.P.

\$375



ALL SCALES

LICHEN

7102 Green

7103 Yellow/Brown

\$110

VOLLMER

5758 6-STALL ROUND-HOUSE

\$7750

5758 6-STALL ROUND-HOUSE

\$7750

5758 6-STALL ROUND-HOUSE

\$7750

5758 6-STALL ROUND-HOUSE

\$7750

5758 6-STALL ROUND-HOUSE

\$7750

5758 6-STALL ROUND-HOUSE

\$7750

5758 6-STALL ROUND-HOUSE

\$7750

5758 6-STALL ROUND-HOUSE

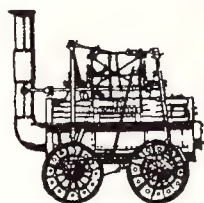
\$7750

5758 6-STALL ROUND-HOUSE

\$7750

DURING THE MONTHS OF DEC. '79 & JAN. '80

Bergs the Brass Specialists OFFER A *Genuine* REDUCTION ON QUALITY AUSTRALIAN MADE



LOCOMOTION

ELECTRONIC TRAIN CONTROLS

= CASH OR BANKCARD ONLY =

Normal PRICES ...

TWINETTE	\$62.10
MK 3 (SIMULATOR)	\$52.50
LOCOMETER PANEL	\$40.30

Special PRICES ...

TWINETTE	\$52.95
MK 3	\$43.95
LOCOMETER PANEL	\$33.95



SPECIFY GAUGE WHEN ORDERING

Bergs ALSO HAVE A FULL RANGE OF OTHER LOCOMOTION PRODUCTS

- CD POINT POWER
- POWER PACK
- THIN RESIN SOLDER
- WIRE PACKS
- TOGGLE SWITCHES
- PRECISION OILERS
- COAL HO - N etc.
- BALLAST HO - N etc.

= MAIL ORDER =
Welcome

LOCOMOTION'S *New* 16 PG. CATALOGUE AVAILABLE AT

Bergs
223 CHURCH STREET
P.O. BOX 527
PARRAMATTA

Berg's Hobbies Pty. Ltd.

P.O. Box 527
Parramatta, 2150
Ph. (02) 635 8618

INTERESTED IN AUSTRALIAN RAILWAYS???

DON'T MISS THESE GREAT BOOKS!!! AN IDEAL CHRISTMAS GIFT.

MODELLERS: A GOOD SOURCE OF INFORMATION TO AID YOU IN YOUR PROJECTS.

A.R.H.S.

NSWGR In Steam \$8.00
Generation One (NSW early diesels) \$4.00
Transporting the Black Diamond \$1.50
The First Hundred Years (Railway history Goulburn) \$1.00
North Of The Harbour (Sydney trams, ferries and railways) \$7.50
A.R.H.S. Digest (Monthly) 75¢
Along the Line (NSW Steam) \$1.20, To Cessnock and Beyond (Newcastle Coal Fields Private Railways) \$2.25,
Twenty One Years of Tours \$1.90
Steam in Australia \$7.90. 1980 Calendar.

R.T.M.

Locomotive Guide (Museum engines) \$1.20
Swansong of Steam \$2.00
Locomotives Beyond Recall \$2.25
Memories of Steam (NSW Steam in action) \$1.50
"Roundhouse" per issue \$1.50
1980 Calendar

LOCOMOTION

Sydney Suburban Steam, Lapstone Zig Zag, Pichi Richi Railway, Standard Gauge Railway Across Australia, Illawarra Mountain Railway, Railway Centenary in Tasmania, Tunnels on Australian Railways, Steam Triumph on Railway Across Australia, Steel Wheels to Whyalla, Picton-Mittagong Loop Line, Picton-Mittagong Main Line. All \$1.40 ea. The Great Zig Zag-Lithgow \$3.00.

N.S.W.P.T.C.

Bogie Booklet (Types and photos NSW freight wagon Bogies)
Steam Locomotive Data (No photos, only building and scrapping dates, dimensional data, class numbers, colour schemes and preserved locos)
Modern Locos (Diesels and Electrics) \$1.20, Railway History (typed) 40¢
Curve & Gradient Book \$7.50, Signal Sets (Illustrations of all types) \$1.80
NSW Tunnels 20¢, Quiz Book (All your railway questions answered) 85¢
Freight Vehicles (Plans all types) \$8.40

All the above titles are available from stock. Mail order and Bankcard welcomed. Postage extra.

BANKCARD

Please debit my Bankcard number

Signature

Expires

233 Church St, Parramatta 2150
PO Box 527. (02) 635 8618

TREV'S TRAINS PROUDLY PRESENT



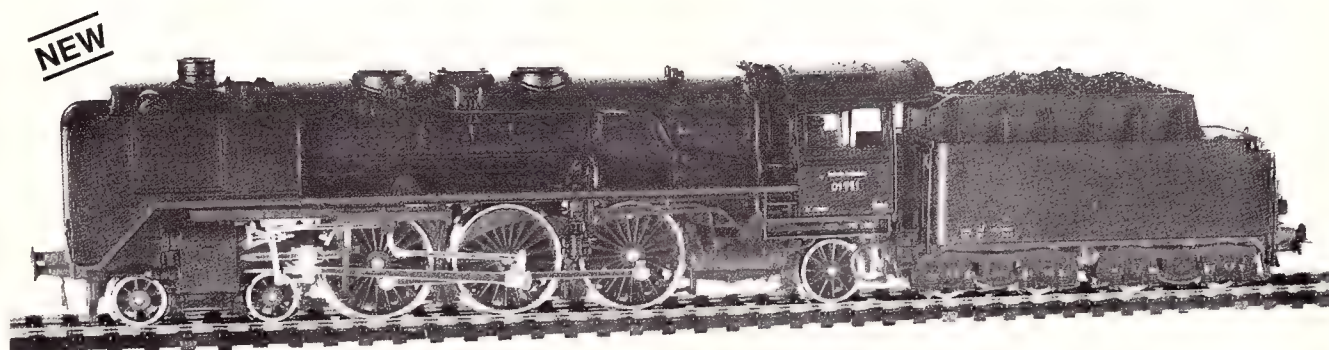
One of the LARGEST RANGES of ROCO HO, HOe and N Gauge Continental in Australia.

Fantastic Detail

Superb Pulling Power

Short Couplings

Winner of the Model of the Year Awards



4119A Steam Locomotive DB Type BR 01 4-6-2

\$118.35

Order from the range opposite NOW!
Complete Track and Spare Parts in all Gauges.
Detailed price-lists available on request.
Catalogues \$2.50.

BANKCARD and AMERICAN EXPRESS WELCOME
Please quote number and expiry date

Full range of Summerfelt
catenary in stock.

POSTAGE to \$10.00 — .80¢
\$25.00 — \$1.50
over \$25 post free.

TREV'S TRAINS
9/45 OPEY AVE,
HYDE PARK,
SA 5061.

LAYBY WELCOME

MODRAIL IS NOT SOMETHING YOU BUY — IT'S SOMETHING YOU BUILD!

MODRAIL is an Australian designed modular concept for all — fosters the social aspect as modules of different ownership can be joined together — is applicable to group or club operation and uses one basic size and shape of baseboard unit, conveniently sized for handling, transport and storage.

MODRAIL specifications cover construction of units, supports, track alignment for three common tracks compatible with American HOTrack and NTRACK systems, wiring for these tracks control and interconnection of units, materials and components and are the result of three years of research and experimentation by practical modellers.

ALL OTHER ASPECTS ARE LEFT TO THE DISCRETION OF THE BUILDER!

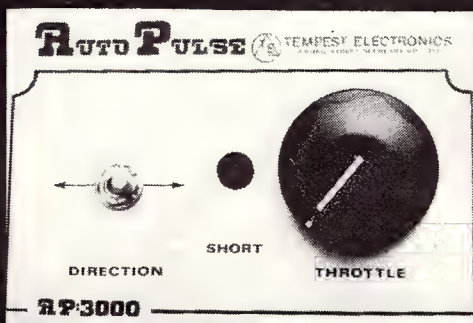
MODRAIL-HO and MODRAIL-N Manuals, each with over forty pages, including working drawings and wiring diagrams, are available at \$5.00 each, post paid, from:—

"MODRAIL-HO" — C/o 18 Waratah Avenue, Glenhuntly, VIC. 3163. (Cheques etc payable to "Glenhuntly Model Railway Club")

"MODRAIL-N" — C/o 12 Huntingfield Road, Mde Brighton, VIC. 3186. (Cheques etc payable to D. R. Ferguson)

Electronic Throttle \$18.25

rec. retail price



The smaller brother of our famous AP7000 throttle.

Features:

- Pulse power for slow speeds.
- Electronic circuit protection.
- Easy to install and operate.
- 2 year guarantee.

TEMPEST ELECTRONICS
33 BORG STREET, SCORESBY, VIC. 3179

'GAUGEMASTER' IS HERE!



Famous 'Gaugemaster' control unit now available in Australia.

Features include:

- Automatic acceleration.
- Extended coasting.
- Progressive braking.
- Direct control for shunting etc.
- Input 12-18 volts A.C.
- Output 12 volts at up to 2.5 amps D.C.

Tested and approved by
FLEISCHMANN

- Ex stock delivery.
- Mail order a speciality.
- Further information from:

GAUGEMASTER AUSTRALIA
P.O. Box 44, Turramurra 2074,
N.S.W. Tel: (02) 449 2268

RAILCRAFT 'FLEX-TRAK'

The finest and most realistic flexible track. With a more accurate rail profile, tiny spike heads which are close to scale and slightly irregular sleepers this track gives a hand-laid appearance.

Bundles of six 91 cm lengths:

HO code 100	\$20.50
HO code 83	\$21.50
HO code 70	18.50
HO code 55	18.50
HOn3 code 70	18.50
HOn3 code 55	18.50
HOn3 code 40	18.50
HO/HOn3 dual, code 70	26.40
HO/HOn3 dual, code 55	26.40
HOn2½, code 55	20.50
N code 70	18.50
N code 55	18.50
N code 40	18.50

Weathered nickel-silver rail, bundles of 33 x 91 cm lengths for hand laid track:

Code 40	24.00
Code 55	26.00
Code 70	29.50
Code 83	32.00
Code 100	26.50
HOn3 sleepers, per 1000	4.90
HOn3 sleepers, points, (500)	4.90
HO sleepers, per 1000	5.80
HO sleepers, points, (500)	5.80
N sleepers, per 1000	3.90
N sleepers, points (500)	3.90
Rail joiners, code 40 (50)	2.90
Rail joiners, code 55 (50)	2.90
Rail joiners, code 70 (50)	2.90
Rail joiners, code 100 (48)	2.90
Track gauge, HOn3 code 40	2.80
Track gauge, HOn3 code 55/70	2.80
Track gauge, HO code 70	2.80
Track gauge, HO code 100	2.80
Spikes, small (1000)	2.95
Spikes, medium (800)	2.95
Crimping tool for rail joiners	4.95

A leaflet on hand laid track construction is available on request.



RAILCRAFT SAMPLES

Send three 20 cent stamps for a 15 cm sample length of Railcraft Flex-Trak, stating gauge and code desired. Samples of weathered nickel-silver rail and sleepers for hand laid track are available for two 20 cent stamps.

LILIPUT German HO gauge

BR 78 4-6-4T loco	\$99.00
BR 38 4-6-0 mixed traffic loco	59.00
BR 05 4-6-4 tender loco, black	206.00
A3/5 Swiss 4-6-0 tender loco	69.00
As above, for Marklin	79.00
BR 05, 4-6-4 tender loco, stream-lined, red	135.00

A range of over 70 different passenger and goods vehicles is now available. Send for details of this superbly detailed and well finished rolling stock.

BEMO German HOn2½ (9 mm gauge)

V51 Bo Bo diesel loco	\$69.95
O-6-OT loco, metal kit	93.00
Six-wheel open wagon	7.70
Six-wheel van, brown	8.30
Buffer van	11.40
HO gauge transporter wagon (to carry narrow gauge locos etc)	15.30
Passenger coach, four wheel	10.30
Passenger coach, bogie	15.90

Full range of Bemo wheels, couplings etc in stock. Send for details.

AMERICAN KITS HO scale

Send for details of Durango Press, Scale Structures and Rio Grande Models kits.

Aspect Models

9 McGregor Street
CANTERBURY Vic 3126
Australia

Personal Callers by appointment,
Phone (03) 830-1640

MERKER & FISCHER German HO Kits

Kits in stock include 2-12-0 tender loco, 0-8-8-0 Mallet tank, 4-6-0 tender loco, steam and diesel railcars, and narrow gauge locos. A range of lost-wax castings is also available. Send for details.

RIVAROSSA ON CODE 70!

Railcraft Code 70 Flex-Trak has such fine spike heads that you can run Rivarossi, Liliput and Fleischmann locos on it despite their deep flanges.

NARROW GAUGE AND SHORTLINE GAZETTE

Excellent American model railway magazine, sample copy \$2.25 plus 45c postage, annual subscription (six issues) \$16.20.

M & F JOURNAL

Superb German model railway magazine (in German language) with numerous illustrations, many in colour. Sample copy \$3.10 plus 45c postage; annual subscription \$21.30.

POSTAGE

Under \$10, add 80c; \$10 to \$50 add \$1.80; over \$50 add \$2.50.

SALOTA

SIMULTANEOUS CONTROLLER

**SOLE
AUSTRALIAN
AGENT**

**DRIVE
5 TRAINS
AT THE SAME
TIME**

SEND 80 CENTS TO BILL WEBB
(no coins please) FOR FULL DETAILS.
HE'LL SEND YOU FULL DETAILS ON
THIS AMAZING MODELLERS' ADVANCEMENT.



märklin REQUIREMENTS

1. STOCK.... Hamo tool
2. SERVICE... Super friendly!
3. PRICE... Try us!!!!

PRIMEX RANGE

Send 45 cents for full particulars and prices.

BILL WEBB

Showroom — 21 Meares Avenue, Mangerton.
Inspection by appointment only.

Expiry Date



SCALE SPEED CONTROLLER.



LOCOMOTION

Update your Marklin System with a proven fully transistorised LOCOMOTION CONTROLLER especially developed for Marklin 3 rail systems. Features, Inertia Brake and Shunt. You have never experienced more realistic operation, write with S.A.E. 25c for details.

Please forward

[illegible]

☐ CATALOGUE

I enclose \$

NAME _____

postal note/cheque

ADDRESS.

P/Code



IMPORTERS

DISTRIBUTORS

of a wide range of famous building kits and accessories for all friends of the model railroad, HO, O and N G.

Send \$1.50 and large SAE for Fallers Catalogue and Price list.

FALLER

25 Packer Cresc.
Paradise 5075 SA
Tel. (08) 337 7977

MOVIES

Forty years ago, the New York Central Railroad produced a number of documentary films on various aspects of their operations. Now you can enjoy four of these superb sound, black and white classics in your own home.

The Steam Locomotive. 395 ft. \$38.00
Made in 1941, shows steam locomotives in the shed and out on the road. Lots of Hudsons, including streamliners.

Flight of the Century. 370 ft. \$37.00
Made in 1935, shows the Central's flagship being prepared and in traffic.

The Freight Yard. 372 ft. \$38.00
Made in 1946, shows freight yard operation as practised by the NYC.

The Railroad Signal. 350 ft. \$37.00
Signalling by the NYC, with a continual parade of steam power passing by.

Plus:—
Filmed in the late forties, with all stops out, by the Association of American Railroads;

Thundering Rails. 344 ft. \$37.00
Includes scenes from PRR, N&W, NYC and C&O.

Keystone Movies,
PO BOX 621,
Ballarat, 3350, Vic.

RMS

PO Box 174, Miller 2168
NSW Australia.
Telephone (02) 601 7906

RAIL MAG SERVICE

Col. Rough & Staff
wish all modellers

A MERRY CHRISTMAS AND A HAPPY NEW (Leap) YEAR

And Hope To
See Them As
Customers In 1980
At Our Showroom
And Exhibitions.

ARCADE SIGNAL BOX

A few items from our ever increasing range

SUYDAM

Mission Style Station	\$9.80
Modern Industry	\$6.95
Box Factory	\$9.20
Brown Bungalow	\$8.50
Dr Whyte's House	\$9.65
Red Lake Mine	\$6.35
Buckhorn Mine	\$15.45
Black Bart Mine	\$5.30
2 Stall Engine House	\$11.20
3 Stall Roundhouse	\$16.85
3 Extra Stalls for Roundhouse	\$13.55
Bekins Warehouse	\$16.60

MUIR MODELS

Toulomne Train Repair Shed	\$35.20
Marly Grist & Saw Mill	\$19.45
D&RGW Coaling Bin	\$15.45
Cudahay Meat Packers	\$19.45
Los Pasos City Water Tower	\$18.25

SUGAR PINE MODELS

Covered Bridge (Road Type)	\$19.65
Branchline Water Tank	\$13.95
Sand House	\$15.45
Farm Water Tank	\$18.25

MAGNUSEN MODELS

Victoria Falls Bank	\$21.10
Fountain Brewery	\$42.20

BOWSER

Casey Jones 4-6-0	\$73.10
Old Lady 2-8-0	\$73.10
Pennsy 4-6-2	\$79.55

RIVAROSSA

Santa Fe 4-6-2	\$99.95
NYC J3 4-6-4	\$99.95

WRENN

City of Glasgow 4-6-2	\$60.00
BR 8F 2-8-0	\$64.00

REVELL HO

Superior Bakery	\$6.55
Weekly Herald	\$6.95
Barnyard	\$5.95
Station	\$6.55

ATLAS HO

Station	\$5.65
Water Tower	\$4.25
Signal Tower	\$4.25
Trackside Shanty	\$2.20
Warren Truss Bridge	\$2.90
Plate Girder Bridge	\$2.90

ADVANCE SIGNALS

Coming items include more of the popular Athearn Truck Trailer combinations especially the wanted Safeway set. Athearn and Ulrich truck wheels sets to upgrade your Yatming Kenworth prime movers. The Athearn Trainmaster is coming. Further stocks of the Railcraft flexible track and loose rail will be available when this magazine goes to press. Remember our prices for this popular range are much lower than those asked by other local suppliers.

SHOP HOURS of the Northern Suburbs Leading Hobby Shop are:

Mondays thru Thursdays 9am to 5.30pm
Fridays 9am to 9pm
Saturdays 9am to 12 noon

We do not subscribe to the policy of other stores of being closed when you wish to make your buys.

MAIL ORDER

We welcome your mail orders but please remember that the postage rates charged make it necessary for us to request that you pay postage.

AND BANKCARD IS WELCOME.

Arcade Signal Box

Shop 8, Foleys Mall,
445 Sydney Road,
COBURG, Vic 3058
Tel: (03) 354 8549

Be 'trained' by us

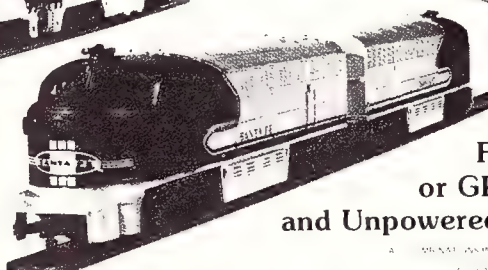
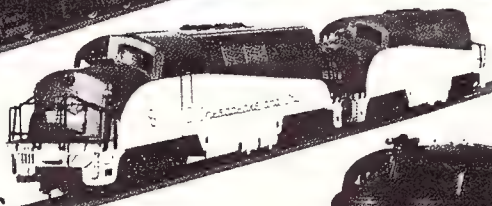
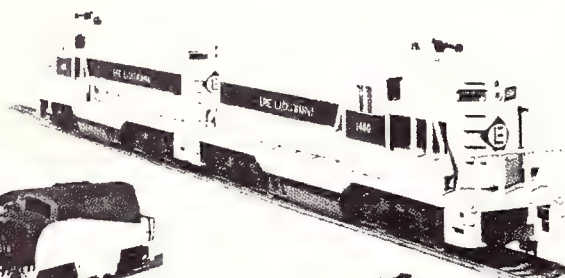
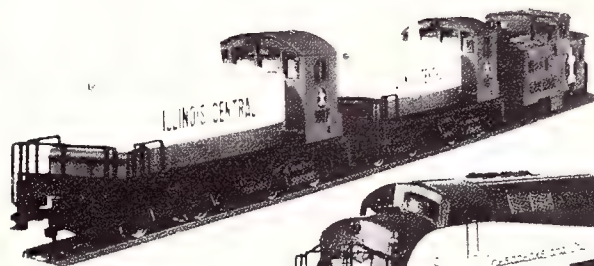
Let us 'train' you

The FANTASTIC TOY & MODEL SHOP

ANGEL ARCADE ASH ST WYNARD
SYDNEY 2000 PHONE 232-2318
BANKCARD MAIL ORDERS LAYBY WELCOME

Inflation Fighter Sale

HO LOCOMOTIVES AT OLD-FASHIONED PRICES!



**DIESEL
LOCOMOTIVES
POWERED & UNPOWERED
PLUS CABOOSE**

REG. VALUE
\$31-65

SALE \$17.95

Your
Choice!

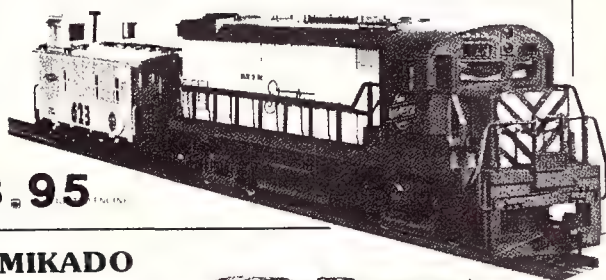
FM, BL-2, SW-1
or GP-18—Powered
and Unpowered plus Caboose

ALCO C-424 with Caboose

Reg.
Value
\$22-80

SALE

\$13.95

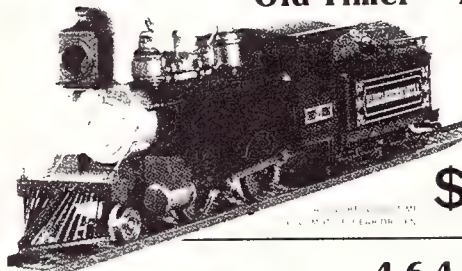


"Old Timer"—BOWKER

Reg.
Price
\$42-50

SALE

\$38.95

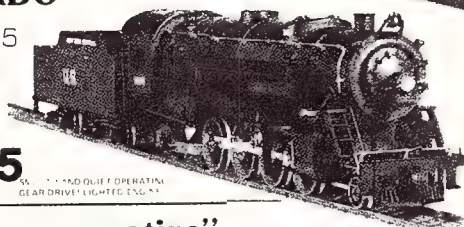


2-8-2 MIKADO

Reg. Price
\$99-95

SALE

\$74.95

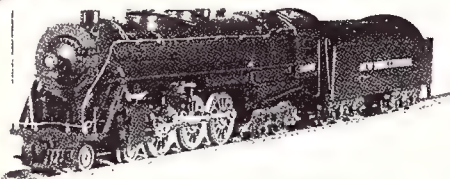


4-6-4 HUDSON

Reg. Price
\$99-95

SALE

\$74.95

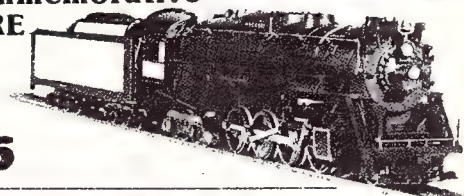


**2-8-4 "Commemorative"
BERKSHIRE**

\$99-95

SALE

\$59.95

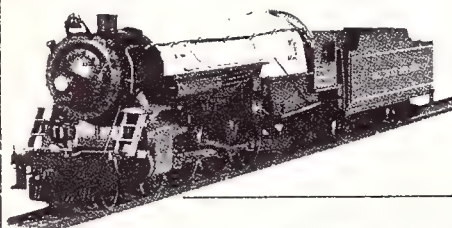


**4-6-2 HEAVY
PACIFIC**

Reg. Price
\$99-95

SALE

\$74.95



**0-6-0
with TENDER**

Reg. Price
\$49-95

SALE

\$29.95



**4-6-6-4
CHALLENGER**

SALE

\$149.95

\$187-50

A.H.M.-The World's Finest Scale Model Railroad Equipment

BARGAINS IN BRASS

Do you ever look at US prices with envy? Now those prices are available here. If you don't believe it, write for our stock price list.

A Few Examples

Westside S.F. 2-10-4	\$265
Key S.F. 4-6-2	\$185
Key S.F. 4-6-4	\$175

If you want a current locomotive not on our list, we will get it for you at our discount price. If you know a loco you want is due for release, place a reservation with us. The DOLLARS YOU SAVE will surprise you. Write for our sales policy and free locomotive projection list for HO and O scale.

Key early U.P. CHALLENGERS expected Jan. Estimated US list price \$580. Our est. price \$470. ATHERN TRAINMASTERS available now at \$25.

RAILROAD & HOBBY SUPPLIES

141 Royal Parade, Alderley 4051
Phone a.h. (07) 356 4951

IMPORT HOBBIES

— News bits —

First supplies of Passenger Train Journal have arrived. This magazine features latest news on passenger trains in the USA as well as photos, rosters, etc. Price \$1.75 + postage 45c. Details West 50' Plug Door Box in UP, SP, WEY, are back in stock at \$7.35 each. Detail is excellent. NMRA Standards Gauge now in at \$3.50 each. Also metal scale rules for O, S, HO, TT and N at \$6.95 each. Railcard full colour postcards feature steam to diesel scenes. Size 5½"×8¼" — Roads are Amtrak, BN, D&H, D&RGW, EL, L&N, MILW, MOPAC, CRI&P, AT&SF, SP, SOU, UP, WP and Freedom Train.

For NSW Modellers —

42' 3 Dome Tank cars with decals in Ampol, Golden Fleece, Shell, Texaco, Vacuum, Neptune, Mobil, Caltex or Total — \$4.50 + 70c postage (Specify roadname).

Roundhouse HO

2-8-0 Harriman RTR SP	\$81.00
0-6-0 ST HOn3	21.70

E&B

RGS HOn3 Caboose (Ltd)	20.90
------------------------	-------

Athearn

40' Stock RI, SF, DRG	3.15
40' Box CB&Q, NP, SP, UP	3.15
40' Reefer SF, BREX, ART	3.15

Walthers

Interior Detail Kits for	
Athearn Passenger cars from	2.55
Gas Electric and Power Trucks	75.00

Suydam

Caboose Interior Kits	3.15
-----------------------	------

MnJ Decals

HO & N US Prototype now in	
stock, SF, SP, UP, SSW, D&RGW	1.00

McKean

12 Panel Hoppers	5.50
------------------	------

IMPORT HOBBIES

Mail Order 4 Windemere Court, ALBANY CREEK, QLD 4035 Postage extra
Specialists Telephone (07) 264 2061 on all items

SEARLES HOBBY IMPORTS

PHONE — 02 211-2171

SHOWROOM

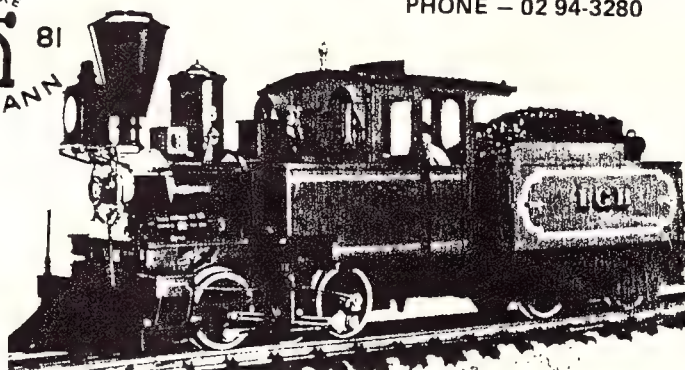
SUITE 103
1ST FLOOR
MACDONELL HOUSE
321 PITT ST.

Trade enquiries
Sole importers:



SCALE GAUGE
1.22 G = 45 mm

P.O. BOX 527
MANLY — 2095
AUSTRALIA
PHONE — 02 94-3280



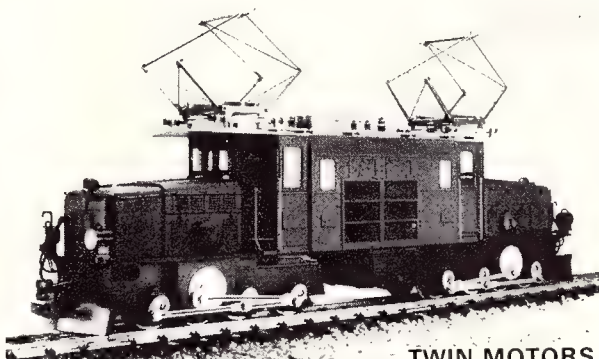
Tender locomotive, US version with two motors (extra pulling power), locomotive lighting changes with direction of travel, socket for wagon interior lighting. Similar types operated at the end of the last century on the first narrow gauge tracks in Colorado and California. Overall length 440 mm.

TWIN MOTORS

WEATHERPROOF FOR HOUSE & GARDEN

THERE ARE TWENTY FOUR LOCOMOTIVES
IN THE RANGE

SOLID BRASS POINTS & RAILS WITH
WEATHERPROOF SLEEPERS.



TWIN MOTORS

"Croccodile" RhB Ge 8/6 "Swiss Narrow-gauge Crocodile". Heavy electric locomotive for goods and passenger services of the Rhätischen Eisenbahngesellschaft, with two motors (extra pulling power), for overhead or track power, locomotive lighting changes with direction of travel, socket for wagon interior lighting. Overall length 570 mm.



AUSTRALIAN AGENTS

MODELS OF YESTERDAY AND TODAY



The smallest

(commercially produced)

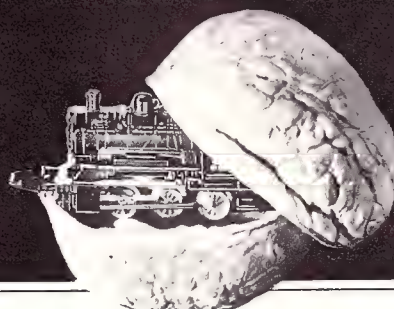
Electric Railway in the World.

With the Mini Club — the smallest electric railway in the world — the Marklin specialists have overcome the problem of uniquely delicate miniature technology. Marklin Mini Club is a complete model railway system that gives a realistic railway operation to adult enthusiasts. Ask for a copy of the beautifully illustrated colour catalogue showing the full Marklin range, suitable for all ages, at your nearest Marklin retailer.



Marklin Quality and Precision

The Marklin Mini Club system.
Singularly small.
Fascinatingly beautiful.
Astonishingly robust.
Completely extendable.



mārklin

a great leisure activity

IN A NUTSHELL!
the smallest electric
train in the world.

Hobbyco Pty. Ltd., 561 George Street, SYDNEY, N.S.W. 2000

(02) 61 9655

The Model Dockyard Pty. Ltd., 216-218 Swanston Street, MELBOURNE, VIC. 3000

(03) 663 3505

Appliance Service Co., 9 Gowrie Street, MOUNT GRAVATT, QLD. 4122

(07) 349 7865

H. & E. M. Simon & Son, 23 Harvey Street East, WOODVILLE PARK, S.AUST. 5011

(08) 45 1219

J. Guillianse, 21 Kingston Heights, KINGSTON BEACH, TAS. 7151

(002) 29 6254

Stanbridge's Hobby Shop, 19 Guildford Road, MT. LAWLEY, W.AUST. 6050

(09) 271 8929

ST. GEORGE HOBBIES



SPECIALISING IN HO/OO SCALES

Locos & Rolling Stock: Rivarossi • Roundhouse • Mehano • Lima • Prototype • Friedmont • Mainline • Ratio • Bachmann • Atlas • Airfix • Model Power.

Track & Points: PECO Insulfrog, Electrofrog, Fine Scale, SHINOHARA double slips, crossovers, 3 way and curved.

Scratchbuilding & General Items: Sentinel, Prototype & Cavendish fittings. Romford wheels, axles, crankpins and gearsets. BA screws, nuts, taps and drills. Styrene sheet. ECM & MW motors. AMRI accessories. Mn'J decals. Floquil & Humbrol paints. K&S brass. PMH bogies. Cavalcade wheels. Badger air brushes. Kalmbach books. Merten figures. Flock, lichen, cork. Kadee . . .

Electrical: Locomotion Mk3 throttle, Twinette control, CD point power, etc. Tempest Autopulse throttle. H&M transformers & point motors.

Building Kits: Heljan • Kibri • Pola • Lifelike • Superquick • Revell • Builder Plus • Merit • Peco Lineside.

Open until 5.00pm Saturdays

Trading hours: Tuesday to Friday 9.00 am - 5.30 pm (until 8 Thurs)
Saturday 9.00 am - 5.00 pm
Closed Sunday & Monday

504 ROCKY POINT ROAD,
SANS SOUCI, NSW 2219
Phone (02) 529 9809

EXPRESS MAIL ORDER

OO—HO—N SCALES

STOCKS INCLUDE: Lima — Mainline — Rivarossi — Peco — Romford.

BRITISH — EUROPEAN — AMERICAN — AUSTRALIAN PROTOTYPES

LARGE SAE for LISTS
(Including monthly SALE Specials)
Please advise scale and prototype required.

P J P PRODUCTIONS

Since 1938,
20 Daly Street,
GISBORNE, Victoria 3437
Phone (054) 28 2170

MANSFIELD HOBBIES

100 Pacific H'wy,
Waitara, 2077
Phone 487 3188

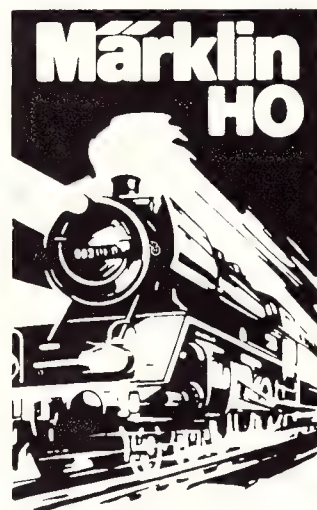
Lay-by Bankcard
Trade-ins Repairs

MARKLIN SPECIALISTS

Railroad Supplies: Lima, Hornby, Wrenn, Roco, Bachmann, Arnold, Rivarossi, Locomotion, H & M, Prototype, Piko, Model Power, AHM, Peko, Ratio, Roundhouse
Trackside kits, many makes. Books: Kalmbach, Carstens, Australian Model Railroad, Scratch Builders' Supplies: K & S, Plastruct, Kadee, X-acto, X-po, Zona.

COME VISIT US, IF WE DON'T STOCK IT,
WE'LL TRY AND GET IT FOR YOU!
OPEN THURSDAY NIGHTS AND SATURDAYS.

SEARLE'S ESTD. 1897



Full stocks of Marklin always available,
also HAMO 2 rail 12v D.C. Marklin locos.

Mail Order Specialists

Shop C6 Wallaceway, Chatswood,
N.S.W. 2067 Phone (02) 412 4238

Mail Orders, Lay-by, Bankcard as well as personal callers will receive prompt attention.

Agent for Rail Mag Service

Open 7 days — Mon to Wed to 7pm
Thurs & Fri to 8 pm
Sat & Sun to 5 pm

3811 on UP Moss Vale Passenger on Menangle Bridge 24.9.68.

Limited Edition . . . No 1 in series FO & BI end platform suburban cars. This is a one piece body kit with PMH Bogies. Kit includes moulded roof vents, detailed underframe, buffer beams & steps. Only a little assembly & painting required.
Kit is of 4 cars FO, BI, FO, BI for \$39.90.

(MRC Bodies)

HUB — 4 car set	\$24.55
NOB — 4 car (steel) set	\$27.60
CUB — 6 car (wooden) set	\$41.00
FO — 2 car (wooden) set	\$13.80
HFO — 2 cars (wooden)	\$13.80
LFX — 2 cars (wooden)	\$13.80
LFA/LBB — 1 of each (wooden)	\$13.80
FS/BS — 1 of each (steel)	\$13.80
KKG — Horsebox	\$ 5.00

EHO	\$ 5.40
LHO	\$ 5.40

ProTYPE Z19 white metal kit only \$63.00

(Friedmont Bodies)

MHG (NSW)	\$3.95
BCH/BWH (NSW)	\$3.95
TRC (NSW)	\$3.95
42 class body (also VR 'S' & ANR 'GM' class)	\$6.50
IY (VR)	\$3.95
GY (VR)	\$3.95
T (VR)	\$3.95
U (VR)	\$3.95
Z (VR)	\$3.95

Freight Vehicles (Outline Drawings)	\$8.40
Curves & Gradients	\$8.00
Bogie Booklet (Bogie photos)	\$1.00
Modern Locos (Including 80 and 85 class)	\$1.20

Ready to Run

Prototype NSW Z19 class white metal. Your choice of Porthole or Cutaway cab and number.

To order only \$135.00
Can Motor \$10.00 extra.

Kit built NSW 42 class (Friedmont body). Your choice of number.
To order only \$85.00

Kit built NSW 422 class (Friedmont body). Your choice of number.
To order only \$105.00

Kit built NSW 45 class (Friedmont body). Your choice of number.
To order only \$85.00

Kit built 46 class (Friedmont body). Your choice of number.
To order only \$90.00

Lima NSW C38 green or black	\$44.50
-----------------------------	---------

Lima NSW 44 class	\$28.50
-------------------	---------

Lima SAR (ANR) 930 class	\$28.50
--------------------------	---------

(Friedmont Bodies)

NSW 42 class		Power
VR S class	\$8.50	unit
ANR GM class		\$25.00

NSW 422 class \$8.50 Pwr Unit

NSW 45 class		Pwr Unit
ANR 600 class	\$8.50	\$16.95

NSW 46 class	\$8.50	Pwr Unit
--------------	--------	----------

NSW 70 class	\$8.50	Pwr Unit
--------------	--------	----------

VR B class	\$8.50	Pwr Unit
------------	--------	----------

Decals for Above \$1.00 each.

HO Sydney Suburban Single Decker Electric set consisting Bradfield Power Car, wooden trailer, standard steel trailer, standard power car.

These body kits are one piece and include moulded roof detail. Floor piece includes moulded underfloor detail. Kits of 4 cars \$32.50 . . . until next issue of AMRM. Normally \$36.00.

Complete dress up kit with bogies, power unit pantographs, knuckle couplers and bogie mounting screws \$25.00

Very easy to Assemble

(Friedmont Kits)

RUB 'A' (Power van, diner, 2 coaches)	\$24.55
RUB 'B' (4 coaches)	\$24.55
BUB — 2 cars	\$12.00
DDX — Experimental double deck 4 car set	\$24.00

K, LCH, CCH, CKF, RH, RSH, SRC, \$5.99 including PMH underframes	
VR — RY, GY, U, UB, T,	\$5.40
LCL Containers — 6 for	\$5.00

MLV	\$5.40
WVX (WAGR)	\$5.40
VHX (VR)	\$5.40
VEX (ANR)	\$5.40

OHG, PHG, LHG, FHG, KHG, GHG, JHG, MHG,

LLV	3 wagons for \$14.00
BCH/BWH	3 for \$14.00

- * Nickle silver track — \$2.50 length.
- * Casula Hobbies own Ready to Run Round Top boiler C36.
To order only.
Expected price range \$150-\$160.
Delivery after Christmas.
- * See our other advert this issue.

☐ Please debit my Bankcard account number.

[illegible]

Signature

Expires

Australian MODEL RAILWAY Magazine. November/December, 1979. Page 59.

Concord Hobbies

Christmas Specials

Jouef Mk. 40 Class Diesel Loco Blue \$27.50

Roco

Rolling stock, track and points 20% Discount

Piko

HO Model trains from the GDR. 15% Discount. Mainline, Marklin, Rivarossi, Liliput, all at discount prices.

Building kits

Vero, Tyco, Pola, Kibri, Vaupe. 15% Discount. TT Model trains by Berliner TT Bahnen 20% discount.

Catalogues

Roco, Piko, Vero, Liliput, Mainline \$2.50 incl. postage.

Gears cut for old and new model trains.

Send SSAE to

CONCORD HOBBIES
43 Currawang Street,
Concord West 2138
(02) 73 5434

MODEL FINISHERS

READY TO RUN FRIEDMONT MODELS

HO

1960 era 4 car Sydney Suburban Steel and Wooden Electric M.U. sets. Models are powered, painted and yellow lined. (End couplers and numbers not included).

\$105 (Plus Delivery)

As seen on Friedmont stand at Sydney Exhibition in October last.

Also available, current series Freight Wagons and Brake Vans. Assembled painted with bogies (couplers excluded).

\$12.50 (Plus Delivery)

LIMITED NUMBERS OF ALL MODELS AVAILABLE FOR IMMEDIATE DELIVERY.

MODEL FINISHERS

24 CHAPMAN PDE,
FAULCONBRIDGE 2776
Phone (evenings) (047) 51 2621 or
51 2896

TRADE ENQUIRIES WELCOME

The FANTASTIC TOY & MODEL SHOP

**FREE GIFT
CERTIFICATES**
with cash purchases
over \$5 at Fantastic

Discover 'Wrenn'
'OO' Wagons
Free'er rolling
metal wheels,
metal chassis
Hornby-Triang
couplings.

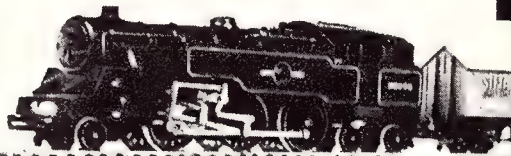
Cheaper prices.

SPECIAL OFFER

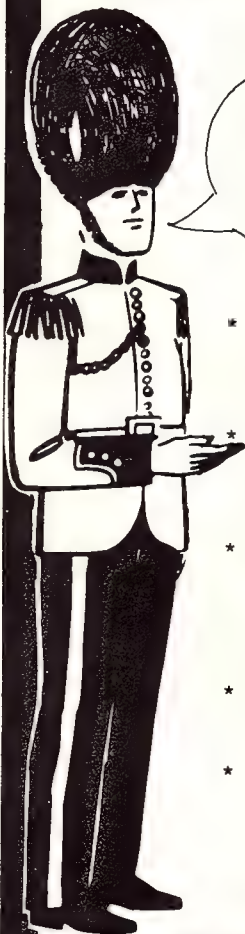
BRING THIS ADVT
TO OBTAIN A
FREE WAGON

WITH ANY LOCO PURCHASE

U.S.A. Prototype
& European
from Mehanotekhnika.
Unbeatable Value



WHAT HAS A SOLDIER TO DO WITH MODEL RAILWAYS?



*I am Colonel Fantastic
and I personally guarantee
every purchase you make
from Fantastic Modelshops.*

- * Come and see the new range of K's complete Locomotive Kits with new motors, chassis, wheels, instructions.
- * Airfix Great Model Railways Locos, coaches, wagons, track and trackside accessory kits.
- * Wrenn metal body, heavy pulling locomotives including: Sir Nigel Gresley A4, City Class, 0-6-2 Tank, 2-6-4 Tank, Castle.
- * Hornby; Lima; Rivarossi; Peco; Pola; Faller; Scenic Accessories.
- * We Buy and Sell Second-Hand Trains: 'N', 'OO', 'HO', 'O' Gauge Plastic and Brass, All Prototypes and Brands

The FANTASTIC TOYSHOPS

ANGEL ARCADE, WYNYARD Ph 232 2318
Woolworths Phoenix Plaza. LIVERPOOL
BANKCARD, MAIL ORDERS, LAY-BYS WELCOME

TRAIN WORLD
615 Hawthorn Road
East Brighton 3187
(03) 578 5546

We made a little bit of a mistake with our address in the last issue of Australian Model Railway Magazine. When we prepared the advert. we had just about finalised changing addresses. However, this did not quite work out. We are still at our old address and telephone number.

Books. We have had some delay in their arrival from the United States. Supplies should all be in hand by December. **SOME CLASSIC TRAINS** is a popular book that has more than 1300 illustrations in 434 pages, together with foldouts, car diagrams on passenger trains of years gone by — \$33. For those fans of the Nickel Plate R/R, **NICKEL PLATE STORY** at \$38.50 is a 480 page corporate history with maps, rolling stock rosters and 527 steam and diesel photographs. Copies of the **ARTICULATED LOCOMOTIVES** are in stock. This popular book is a landmark book on steam locomotion with many side elevation drawings for models. The book of 628 pages is \$16.50. Early in the new year we hope to have the English book on articulated locomotions in stock. **TRAINS** magazine produces an excellent book that looks closely at EMD Diesels. **OUR GM SCRAPBOOK** has excellent photos and HO scale drawings. It is a soft cover book priced at \$8.80

There never seems to be enough books on Southern Pacific. **CENTURY OF SOUTHERN PACIFIC STEAM LOCOMOTIVES** traces the development of the SP and it's motive pouch. Priced at \$30.80 it is a must for all SP fans.

There are in stock a number of other books that have the history of a particular railroad. **B & O POWER** (\$22). The Steam and diesel power of America's oldest common carrier, with 352 pages and more than 800 photos. **BESSEMER & LAKE ERIE** (\$18.70) tells the story of the B & LE from 4-4-0's to EMD's with 180 illustrations and maps. **BURLINGTON ROUTE** (\$9.90) a soft cover 623 page historical text on the CB & A from 1849 - 1965. **ERIE POWER** (\$30.80) steam and diesel locomotives of the Erie Railroad from 1840 - 1970 with merged DL & W power. For the PRR fan — **PENNSY POWER I** (\$24.20) and **PENNSY POWER II** (\$22) provide a wealth of information and photographs.

We do have more specialized books available. **STORY OF THE CALIFORNIA ZEPHER** (\$12.10), **THE DIESEL YEARS** (\$19.80) with Alco, EMD, FM, Baldwin and others. **DINNER IN THE DINER** — for the look at \$9.90. Nearly 300 recipes from the galleys of 19 railroads plus photos of trains. **SANTE FE — STEEL RAILS THROUGH CALIFORNIA** (\$19.80) a pictorial of AT & SF past and present, steam & diesel. **ALL ABOUT SIGNALS** (\$2.20) a soft cover explaining about signal systems, illustrated. A must for all diesel fans and modellers. **2ND DIESEL SPOTTER'S GUIDE** (\$12.10) 480 pages with 548 illustrations of US diesels together with identification data.

For more details of books stocked by us please send a stamped addressed envelope.

N. GAUGE.

We always try to have in stock a good range of ATLAS buildings, bridges etc. The 5" **BRIDGES** — Warren — Deck — Plate are priced at \$3 each. The pier set (\$4.95) has 12 graduated picks with a girder. Bridge Piers to go with the bridges are \$2.99 and spare girders are \$1.25 for 4. The buildings range in Atlas have been reduced and only **TELEPHONE POLES** (\$1.45), **MODERN CHUSETT** (\$3) and **VIADUET** (\$3.50) are left. The range of Atlas Rolling Stock has recently been reduced and prices raised. We should have a new list available in early December. Atlas Locomotives are still available with the E7 at \$37.50, FA @ \$45. New shipments of **MODEL POWER** are now in stock. We also stock **BOOKMANN**, **LIMA**, **RIVAROSS** and **MINITRIX** (US prototype only).

HO GAUGE

Used Brass locomotives, coaches and freight cars in VGC are in stock. We will sell "Brass" on commission. Payments are made one week after sale. If you have any "Brass" you do not need, just forward to us with your name, address and price. You will get a receipt by return mail.

A full stock of ATLAS HO Buildings will be in stock by early December. 9" **BRIDGES WARREN TRUSS**, **DECK TRUSS**, **THRU PLATE** are \$3 each. The 3" **BRIDGE PRESS** packed in 4's are \$2 — and the **PIER GIRDERS** in 4's are \$1.85. **PICKET FENCES WITH GATES** and **RUSTIC FENCES WITH GATES** are \$2.00. **COWS AND HORSES**, **SHEEP** and **MILL LUMBER** are \$1.99. The ever popular **24 ASST. FIGURES** are again in stock at \$2.

There has been a slight price rise for the ATLAS **TURNTABLE MOTOR** to \$16.50 whilst the 9" ATLAS **TURNTABLE** is priced at \$15.00. The ATLAS buildings are all available. Passenger Station (\$6) plus **EXTENSION PLATFORMS** (\$2.25). **REFRESHMENT STAND** is \$3, with the **ROADSIDE RESTAURANT** at \$6. The ever popular **WATER TOWER** and **SIGNAL BOX** are still only \$4.50 each. Similarly the **ELEV. GATE TOWER** and the **TRACKSIDE SHANTY** are both still priced at \$2.25 each.

In early December we will be issuing a new list of **ATHERN**. We carry a good range of them and if you require any of it and we have not got it in stock we will order it for you. We also stock **MODEL POWER**, **ROUND HOUSE**, **AHM**, **BACHMAN**, **POLA**, (see July/August for list of AHM buildings).

MAGAZINES

We stock from the US — **RAILROAD MODEL CRAFTSMAN**, **MODEL RAILROADER**, **TRAINS**, **RAIL FAN**, **PASSENGER TRAIN JOURNAL**. Prices are US price plus 10c, e.g. RMC \$1.25 + 10c = \$A1.35. From UK — **RAILWAY MODELLER**, **MODEL RAILWAYS**, **MODEL RAILWAY CONSTRUCTOR**, **RAILWAY WORLD**, **MODERN RAILWAYS**, **TRAINS ILLUSTRATED**.

We will send these magazines to you on account. Postage is 25 - 30c extra per magazine. Accounts payable monthly.

'O' GAUGE

We expect a shipment of AHM locomotives Rolling Stock and track in late December. This will be the AHM October Sale lines from the US. List available on application. We also have landed a new shipment of **BACHMANN O-S Buildings**. Please send for list.

MAIL ORDER

WE PAY POSTAGE
We charge only a handling charge of \$1.50 per order.

HOURS OF SHOP

MONDAY 10 am — 5 pm
WEDNESDAY 10 am — 5 pm
FRIDAY 10 am — 9 pm
SATURDAY 9 am — 5 pm

COMMISSION ITEMS

We sell Railway Items on commission.
Rates under \$50 - 20%
\$50 - 150 - 15%
Over \$150 - 10%

HOBBYSHOP DIRECTORY

N.S.W. — MERRYLANDS

We try our most to stock a host of HO, OO, 009, TT&N scale equipment. Why not pay us a call and have a browse, round or drop us a line for our latest price list. Mail order a pleasure.

ALCE'S HOBBY SHOP

Shop 6, 20 McFarlane St, Merrylands (P.O. Box 257). Ph (02) 682 3775.

N.S.W. — SYDNEY

For the model railroad specialist where the emphasis is on the modeller and his requirements. Regular shipments of specialist lines will arrive each month.

KEITH HUDSON'S MODELLERS WORLD

75 Goulburn St, Sydney, 2000.
Ph (02) 212 1667

N.S.W. — NEWCASTLE

Live Steam Locomotives 'O' to 7 1/4" Gauge O Burnaby Bolton, Don Young & M.A.P. Plans, Argus Books, all castings, materials, tools, fittings for locos, marine and stationary steam, IC, boilers, traction engine and more. Send for illustrated catalogue \$3.90 posted.

E. & J. WINTER — BOLTON SCALE MODELS,

PO Box 126, Wallsend, NSW 2287. Ph (049) 51 2002.

N.S.W. — PUNCHBOWL

We stock HO, OO and N gauge model trains. Accessories and kits.

PUNCHBOWL HOBBY CENTRE

545 Chapel Road, Bankstown
Phone (02) 709 5082.

QUEENSLAND — MONTVILLE

The growing hobby centre of the Sunshine Coast. Come and see our large (18 sq mtr) MARKLIN Display. 8 Trains on 500ft track.

THE TRAIN DOME.

Montville, Queensland, 4555.
Ph (071) 45 8214

QUEENSLAND — BRISBANE

MARKLIN SPECIALISTS HO, miniclub and 1 gauge. We also stock Hornby, Lima, Jouef, Pola, Falier, Wiking, Maf. Orders welcome, repairs carried out in our workshop.

APPLIANCE SERVICE CO

9 Gowrie Street, Mount Gravatt, Qld 4122.
Ph (07) 349 7865

QUEENSLAND — BRISBANE

RAILWAYS EXCLUSIVELY. Scratchbuilders parts by Kemtron, Cal Scale, Seileys. Wood shapes, planks, roof sections, trucks, couplings, wheels. Kits and RTR by most scale brand names. O — HO — N and Narrow Gauge in these scales. Roundhouse spares. Mail Orders Welcome.

AUSTRAL MODEL CRAFT

101 Laura St, Ekibin. Mail to PO Box 60, Annerley 4103. Ph (07) 48 3377.

VICTORIA — SYNDAL

For all your hobby supplies, Hornby, Peco, Lima, Campbell, North Eastern timber, Athearn, etc.

N-K HOBBIES

264 Blackburn Rd, Syndal, 3149.
Ph (03) 233 2398

VICTORIA — HAMPTON

JOYCA HOBBIES

Specialists in the sale and service of model railway equipment.

465 Hampton St, Hampton, Vic 3188. Ph (03) 598 9768.

VICTORIA — MENTONE

A wide range of model railway supplies in OO—HO & N including Hornby, Lima, Wrenn, Life Like, Bachmann, Peco, Falier, Herpa, Pola and scenic materials.

THRIFT PARK TOYS

16 Lower Dandenong Rd., Mentone, 3194

S.A. — WHYALLA

Stockists of Lima, Hornby, AHM, Peco, RoCo, Locomotion, Rivarossi, Tempest, Autopulse, Controllers, Athearn, Tyco, Roundhouse, Fyren, Kadee and many others. Mail orders welcome. Write or Call on us.

WESTCOAST MODEL SUPPLIES

45 Patterson St, WHYALLA, 5600. (086) 45 0679 ah.

S.A. — ADELAIDE

The Model Railroad Headquarters for S.A. Specialising in HO & N scales — Hornby — Rivarossi — Roundhouse — Athearn — Peco — Graham Farish — Ratio — Shinohara — Kadee. Railroad books, magazines and records. Large scenic range. Falier — Vollmer — Heljan — Kibri. BANKCARD MAIL ORDER and REPAIR SERVICE.

BRIDGLANDS HOBBIES

81 Pirie St, Adelaide, 5000. Ph (08) 223 3782

ENGLAND — LONDON.

TAX FREE, careful packing, fast airmail service, all well known British & Continental brands from stock, phone or write for details.

HADLEY HOBBIES

131 Middlesex Street, London, E.1, England. 283-9870.

MARKET PLACE

PRIVATE: 15 words for \$1.00, extra words 5 cents each. Minimum \$1.50 per insertion. Advance or continuous insertions not accepted.

COMMERCIAL: \$1.25 per line, minimum of \$6.00. Advance continuous insertions not accepted.

All monies must accompany copy, which must be clearly written on paper. Definitely no phone insertions accepted. If stamps are used as part payment, each stamp must not exceed the standard postage rate, and must not be attached to any paper.

Send all copy and payment to SCR Publications, PO Box 235, MATRAVILLE, 2036.

FOR SALE

VARIOUS books on US railroads. Send SAE for list or phone (058) 72 1598. Max Gottlieb, PO Box 413, Cobram 3644.

LILIPUT and Roco Locomotives and rollingstock 40% off new price. Nickle silver flexible track a length \$1.45. Nickle silver set track half price. Fred Fox, PO Box 111 Doonside 2767 (02) 622 6826.

TRIANG Hornby nine steam and diesel locos, nine coaches and over sixty wagons. Send SAE for list. Peter Jenkinson, 14 Kent St, Berkley 2506 (042) 71 4809.

LIVE Steam. A complete set of castings to build a 2 1/2" gauge 4-6-2 locomotive with drawings & information. \$100 Phone Graham Fisher (02) 636 3798.

RAILWAY TRANSPORTATION magazines 1959-1974 complete, plus odd copies 1960-1974. All in very good condition. \$100 the lot. Phone (03) 874 4510.

SPLATERS/PENDON pre-printed plastic private owner wagon kits. 4mm scale. \$4.20 each plus 45c post and packing. M. Eastwood, PO Box 54, Epping 2121.

HO Rivarossi near new locos: Berkshire Nickle Plate

Road \$60; SP Cab Forward \$98; E8 double unit Sfe \$49; Crescent Ltd EMD 4 matching locos \$115. Also Tyco, Bachmann, Lima locos, coaches, wagons, half retail prices. SAE for list. R. Fitzsimmons 7 Woniora Ave, Wahroonga 2076 (02) 48 4605.

COLLECTOR now building BR period layout has the following surplus items. Some Hornby Dublo 2 and 3 rail locos and rolling stock. Large number of Triang and Wrenn locos. Many discontinued items test run only. For list send foolscap size stamped addressed envelope to T. N. Pusenjak, 30 Pennant St, North Perth, WA 6006.

HORNBY clockwork O gauge, 3 engines 18 coaches and wagons, 100 pieces of track plus accessories. O gauge 3 rail electric. Spirit of Progress, converted from clockwork, original CVW motor still available, plus tracks. Very old Lionel electric engine plus 2 coaches 2 1/2" gauge, some brass rails, Hornby Dublo 3 rail electric, 2 engines, 9 wagons, tracks and accessories. Best offer R. Hawkins, Kingswood, NSW (047) 21 5591 ext 368 B.H.

PECO SETBACK, large rad curves 9, half large rad curves 5, short sts 10, points 8 l/h — 3 r/h. All unused. Value \$77. Sell \$45 posted. Duncan, 18 Waratah Ave, Glenhuntly, Vic 3163.

WRENN, Hornby Dublo, Lima, Airfix. Locomotives, rollingstock, track. Spare parts for Wrenn, Dublo Triang including traction tyres, brushes, etc. Sell or exchange for items of interest e.g. Dinky Toys, model trams/buses (any scale). Alan Lee 12 Simmonds St, Kingslangley, NSW 2147 (02) 624 2171.

EXCHANGE

SWAP 'O' gauge VR class D3 loco for Dockyard HO VR 'R' class Hudson. Enquiries phone (07) 345 4346. PO Box 723 Valley, Q. 4006.

WANTED

GAUGE 0 model trains particularly old Hornby, Lionel, Ferris, Bassett-Lowke, Australian prototypes. Top prices for good material. Interested in all Meccano products and literature also Dublo 3 rail. Phone (02) 913 8422 after 8pm or write W. Baker, 1303 Pittwater Rd, Narrabeen 2101.

WANTED. HO PFM ATSF 5011 2-10-4, 3800 2-10-2, Hallmark M-190. Prefer late run, mint, will consider

others. Damaged ATSF brass loco parts, including cylinders, bogies, tenders, cabs, etc. Write A. R. Dyer, 64 Malborough Cres, Hoppers Crossing, Vic 3030. POCHER HO SNCF locomotives & European rolling stock 2 or 3 rail. Please write stating condition & price. All correspondence answered. Address all enquiries etc to Mr R. P. Lamb, 23 Benyon St, Wavell Heights 4012.

WANTED. Two HO Friedmont 40 class. 2 powered or 1 powered and 1 dummy. Write price & condition to P. Kitcher, 12 Sixth St, Boolaroo 2284.

TRIANG Hornby R356 Winston Churchill, R156 EMU motor coach (complete), R350 class L1, Flying Scotsman Tender. Req'd in good condition. Ring Adelaide 255 2525 or write P. Ellman 36 Garlick Rd, Elizabeth Park 5113.

S GAUGE American Flyer and scale. Any condition. State price first letter. Also have AF trade or sell. J. Harvey Box 103, Koorngal 2650 Ph (069) 25 4863.

WANTED Workshop 5 kits complete TAM, SBX, SFX & VHO, will pay up to \$25 ea for mint kits. Athearn HO Budd rail cars RDC 1 & 3 up to \$30 ea for mint condition. VR Hon3 Puffing Billy in mint or good condition. Enquiries K. Heazlewood Ph (02) 85 3788, 52 Essex St, Epping, NSW 2121.

HON3 BRASS engines in good condition. Preferably: — Westside Southern Pacific 4-6-0s Nos 8, 9, 18; Westside Southern Pacific 2-8-0 No 1; Westside Nevada Country narrow gauge 2-8-0 No 9; Blaboo Denver & Rio Grande C19 2-8-0. PFM DSP&P Mason Bogie 2-6-6T; PFM White Pass & Yukon 2-8-2; PFM Colorado & Southern 2-8-0 No 65 & 2-6-0 No 21; PFM Rio Grande Southern 4-6-0 No 20; PFM Sumpter Valley 2-6-6-2. Greg Morris, 28 Boronia Rd, Bullaburra 2784.

FIVE INCH gauge live steam loco, tender type. Must be in good condition. Contact Barry Dunstan, 16 Duntroon Crescent, Taperoo, SA 5017 Ph (08) 47 5833.

BACK issues of Divisional Diary, 1971 back. Also selected Bulletins, all 'The ERA' of (R, J, S/H etc) books by Stephen Watson and any other books on the VR. Tim Ellis, PO Box 160, Moe 3825.

VINTAGE, Veteran, Modern model Cars. If you are interested in the Sydney Model Car Club contact R. Agnew, Box 286, PO Mascot 2020.

N.S.W. — SYDNEY

Fantastic models, shown by enthusiasts. Tremendous range OO, HO & N sets, loco's, track and accessories. Mail Orders. Laybys and Bankcard welcome.

THE FANTASTIC MODEL SHOPS

34 Angel Arcade, Ash St. Sydney, 2000 and

N.S.W. — LIVERPOOL

Come and see the Fantastic range of Kits and Model Railway goodies at our new address. Laybys, Bankcard and even cash welcome.

THE FANTASTIC TOY & MODELSHOP

No 1, Woolworths Phoenix Plaza, Liverpool, 2170.
Ph. (02) 602 1256.

MIRANDA — NSW

HO and N Gauge rolling stock, track building kits and accessories

LAY-BY BANKCARD

THE MODEL RAILWAY CENTRE

555 Kingsway, Miranda, NSW 2228. Ph (02) 524 8855.

N.S.W. — WOLLONGONG

Fleischmann, Seuthe Smoke Generators, Hag, Marklin (3 rail) Hamo, Vollmer, Peco, Locomotion Controllers, Wiking, Rivarossi, Superquick, Kalmbach. See advertisement on other page. MAIL ORDER, LAYBY & BANKCARD.

BILL WEBB

Australia Wide Mail Order

PO Box 68, Figtree, 2526 or 21 Meares Ave, Mangerton, NSW 2500. Ph (042) 29 5824.

N.S.W. — NEWCASTLE

BIG RANGE HO, OO & N gauge model railway equipment. Also stocks of Rivarossi, Hornby, Lima, Peco, Kadee, Roundhouse, Minitrix, Arnold Rapido, Athearn, Superquick and many others. Full range of building kits. Sales & Prompt Repairs. Authorised Hornby Servicing Agents.

VIC BARNES' HOBBY CENTRE

213 Lambton Rd, New Lambton, 2305.
Ph (049) 521886.

N.S.W. — DUBBO

Serving the Model Railroad Enthusiast in the West:- Large range of Rivarossi, Arnold, Peco, Kadee, Prototype, Roundhouse, Friedmont, MRC, Lima, Wrenn, Hornby, Airfix, Books, Accessories, Tools, Paints, AMC Products.

MORGANS HOBBIES.

59 Boundary Road, Dubbo.

QUEENSLAND — GOLD COAST

The Model Place

Southpoint Arcade, 7 Nerang St, Southport 4215
Tel (075) 32 4725

QUEENSLAND — UNDERWOOD

THE HOBBY WAREHOUSE

30 Kingston Road, Underwood, Qld 4119.
Ph 341 2662.

W.A. — MT LAWLEY (Perth)

For all model railways
model planes

Meccano sets, etc.

Scalextric

Plastic kits, etc.

JACK STANBRIDGE'S HOBBY SHOP

19 Guildford Rd, Mt Lawley (at the subway).
Ph. (092) 718929.

VICTORIA — EAST HAWTHORN

Custom built tramcars in 4 mm, 1/4 inch and 1/2 inch scales. Tramway layouts, tram kits. General Hobby kits. Second hand Hornby Dublo and 'O' gauge tinplate bought and sold.

W.E.L.T. Tramway Workshops (Model Makers)

475 Burke Road, East Hawthorn 3132.

VICTORIA — BOX HILL

THE ENGINE SHED

5 Carrington Road, Box Hill 3128.
Phone (03) 89 7027.

VICTORIA — EAST KEW

SPECIALISED MODEL RAILWAYS

BRITISH 'O', 'OO' & 'N'

CONTINENTAL HO & N

AMERICAN 'HO' & 'N'

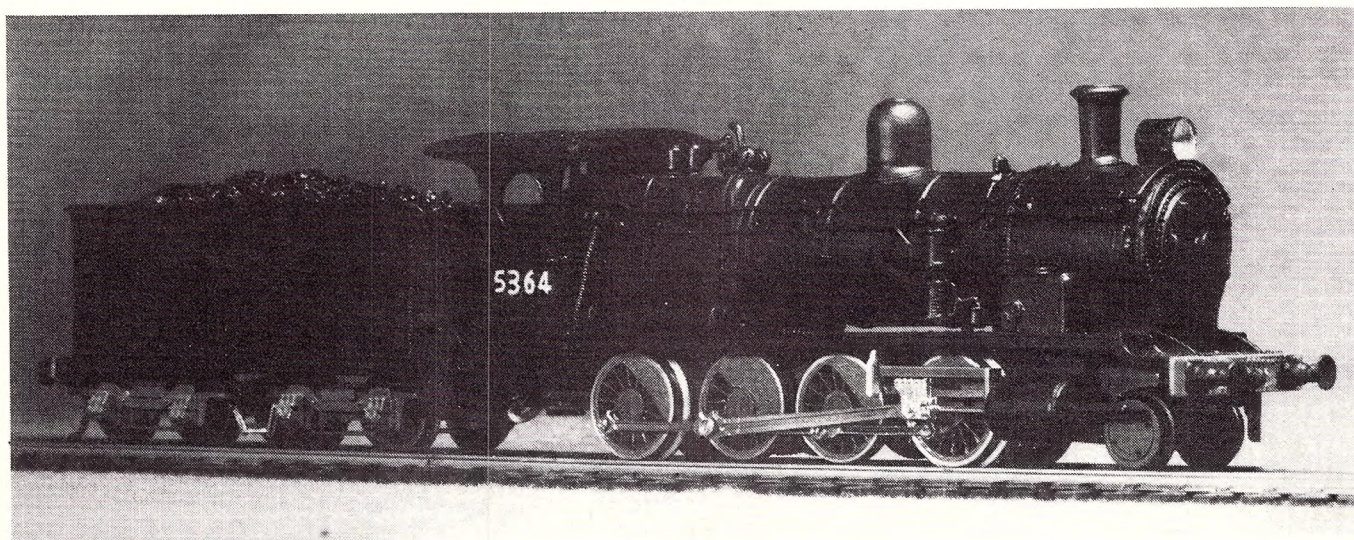
AUSTRALIAN AS AVAILABLE

Accessories a Speciality. Modellers Tools and Equipment.

HOBBYCRAFT

1351 Burke Road, East Kew, 3102. Mail Order
P.O. Box 88, Ivanhoe, 3079. Ph (03) 80 3241.

FSM



NSWGR D53 STANDARD GOODS LOCO
WAMPU TENDER
Posted \$124.00

NSWGR Z18 Class
Tank Loco
Posted \$68.00

Z24 & Z25 Class's
Loco & Tender
Posted \$80.00

NSWGR C35 Class
Loco & Tender
Posted \$101.00

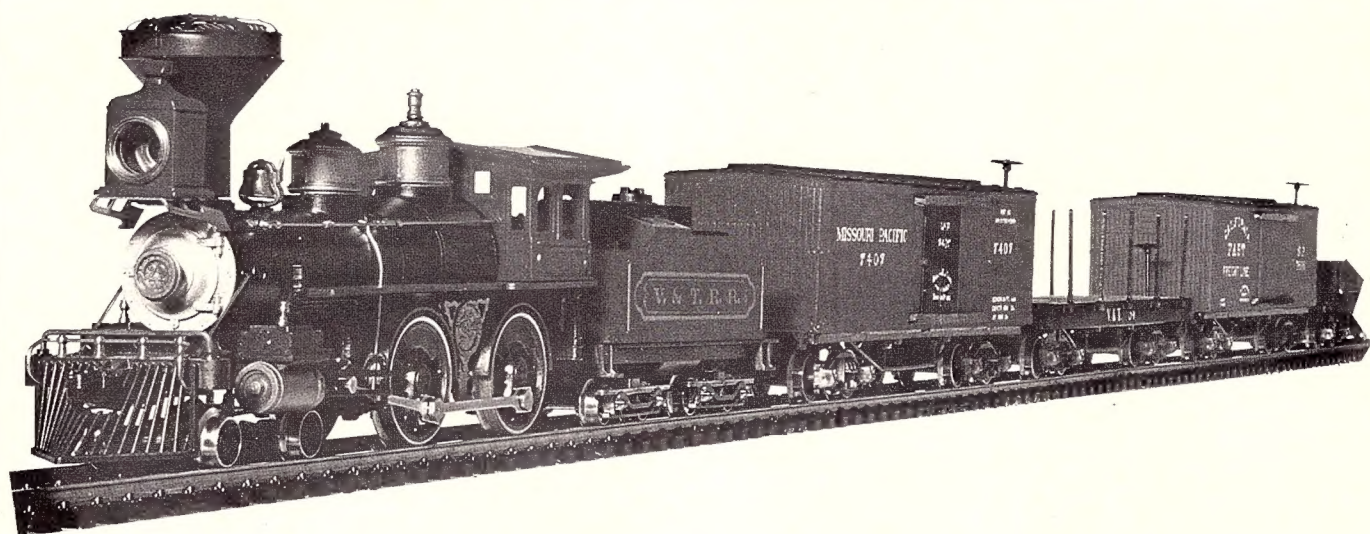
NSWGR D55 Class
Standard Goods Loco
& Tender
Posted \$130.00

C35 Class, D53 & D55 can be supplied with either Type of Tender as requested, no extra cost.

Our New Catalogue is being compiled, will require a 10" x 4" envelope when Available.

FINECRAFT SCALE MODELS PTY LTD (Established 1947)
P.O. Box 169, FORESTVILLE, N.S.W. 2087

SEND S.S.A.E. FOR OUR PRICE LIST
23 Tottenham St., Balgowlah, 2093



H0/00

American locomotives

- 1219 Two truck 'Heisler' lettered for the Lehigh Coal & Navigation Co. Has prototype drive with shaft to inner axle on each truck and rod to other axle. With headlight both ends the model is 130mm in length. \$9995
- 1238 Mallet Y6B Articulated 2-8-8-2 Locomotive with tender, Norfolk & Western, black, both groups of drivers powered, working headlight and operating valve gear, length 400mm (16"). \$13750
- 1279 'Chesapeake & Ohio' Hudson 4-6-4 Loco with tender with detailed working valve gear and operating headlight. The model is 345mm long and is painted black with silver smoke box door and red cab-roof. \$9995
- 1283 USRA Pacific 4-6-2 Loco with tender in black livery of the A.T. & S.F., detailed Baker valve gear, working headlight, white lining and lettering, grey smokebox, length 331mm. \$9995
- 1285 USRA heavy Pacific in Southern green livery of the "Crescent Limited", detailed Baker valve gear, working headlight, powerful ring magnet motor, plated handrails and staunchions. \$9995
- 1829 EMD E8 Single Unit Diesel Electric of the B. & O. with lit number boards and working headlight. 250mm long. \$4500

& a set

- 229 "BONANZA" set with Old Time 4-4-0 Loco of the V. & I. with five freight cars and 4-wheel caboose \$9500

 * ALL LOCOMOTIVES ARE TESTED AND ADJUSTED TO FAIR AVERAGE *
 * QUALITY STANDARDS BEFORE BEING RELEASED FOR SALE. *

N

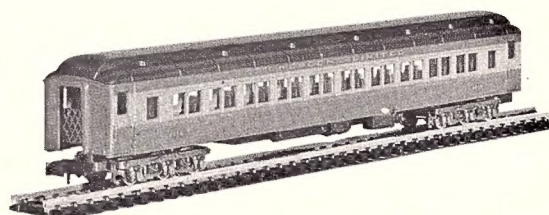
American coaches

FLUSH SIDED COACHES

9500 Combine - Union Pacific	\$8.25
9503 Sleeper - Union Pacific	\$8.25
9506 Tail Car - Union Pacific	\$9.25
9501 Combine - Chicago & North Western	\$8.25
9505 Sleeper - Chicago & North Western	\$8.25
9507 Tail Car - Chicago & North Western	\$9.25
9502 Combine - Pennsylvania	\$8.25
9505 Sleeper - Pennsylvania	\$8.25
9508 Tail Car - Pennsylvania	\$9.25

STANDARD COACHES

9534 Combine - Pennsylvania	\$8.25
9537 Pullman - Pennsylvania	\$8.25
9543 Observation Car w/end platform - Pennsylvania	\$9.25
9560 Baggage - Pennsylvania	\$8.25
9558 Baggage - Crescent Limited	\$8.25
9563 Day Car - Crescent Limited	\$8.25
9572 Combine - Crescent Limited	\$8.25
9573 Diner - Crescent Limited	\$8.25
9574 Pullman - Crescent Limited	\$8.25
9575 Observation w/end platform - Crescent Limited	\$9.25



TO ALL RETAILERS: The prices set out or referred to herein are recommended prices only and there is no obligation to comply with the recommendation.

RIVAROSSA

from good hobby shops everywhere

FOR TRADE AND GENERAL ENQUIRIES:-
 AUSTRALIAN MODEL CRAFT CO., 577 Dean St., Albury, N.S.W. 2640 (P.O. Box 118)